SALINAS AG-INDUSTRIAL CENTER
SPECIFIC PLAN

PREPARED FOR:

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SALINAS AG-INDUSTRIAL CENTER
SPECIFIC PLAN

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1 INTRODUCTION

1.1 PREFACE

The City of Salinas is a bustling urban community, situated in the northern Salinas Valley in Monterey County. It is the agricultural processing and shipping hub for "The Salad Bowl of the World." The City of Salinas September 2002 General Plan stresses the need to protect the agricultural industry by assuring the viability of the most productive farm lands, and by satisfying the agricultural industry's business, housing, and operational needs. The *Salinas Ag-Industrial Center Specific Plan (Specific Plan)* is a key component in implementing the General Plan's vision of maintaining the agricultural industry as Salinas' primary industry.

The *Salinas Ag-Industrial Center (Center)* is designed to promote new and relocating agricultural-related industries for Salinas. The *Specific Plan* establishes the City's first agricultural-industrial center – 257 acres devoted to agricultural-related businesses. The *Center* will become a dynamic, agricultural commerce area, buzzing with activity.

This chapter explains the *Specific Plan's* purpose and legal context, establishes the *Center's* relationship to the General Plan and City of Salinas Municipal Code, (Municipal Code), describes the framework within which the County of Monterey and City of Salinas have agreed to allow development of the *Plan Area*, and outlines the *Specific Plan's* internal organization.

1.2 PURPOSE

Strengthening and enhancing the City's agricultural-related industries is both a worthy and a challenging goal. Agricultural commerce is a unique and complex business. The industry must accommodate long-lead supply chains (produce from the field), seasonal production schedules, and significant supply and demand uncertainties. The processing of perishable supplies requires special handling, storage and inventory management. All production steps, from field to consumer, are extremely time-sensitive. Added to these challenges are increasing government and market regulations relating to food safety, and the growth of foreign influences over food supply and demand. Successful agricultural-serving businesses must remain lean and efficient, maintaining a functional approach. This *Specific Plan* is designed to meet these challenges and needs. *Specific Plan* objectives are aimed at successfully implementing the General Plan goals and policies related to the City's agricultural industry. Its land use policies support agricultural-industrial expansion, encourage diversity within the agricultural-industrial cluster, and provide the flexibility to adapt to changing market conditions. The project processing path is defined, and the resulting *Center* will be functional and pertinent to the industries it is designed to serve.

The *Plan Area* supplements the City's land inventory dedicated to the agricultural business community. It creates an agriculturally-focused industrial center that responds to the unique needs of the industry. The *Specific Plan* is tailored to promote the establishment of synergistic uses such as food storage facilities, food processing facilities, packaging suppliers, equipment services, and produce transport facilities. The *Specific Plan* provides for agricultural-related development that supports and serves the agricultural industries, creates job opportunities, invigorates the local economy, and strengthens the area's reputation as the "Salad Bowl of the World."

1.2.1 SPECIFIC PLAN OBJECTIVES

The *Salinas Ag-Industrial Center Specific Plan* is a key component in the strategy to transform Salinas into a regional and global center for agricultural-innovation and industry with a focus on fresh foods, and to capitalize on the high value opportunities that are at the crossroads of the agricultural industry today[1]. The following key objectives are the basis for the formulation of the *Specific Plan* policies, design principles, regulations and development standards:

1. Increase Salinas' potential agricultural-industrial processing capacity beyond the currently-designated industrial lands within the City's SOI;

2. Create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;

3. Implement the vision to further Salinas' urban development and services with "orderly and appropriate land use development" as set forth in GSA MOU between the City and County dated August 28, 2006, and as confirmed in the MOU Supplemental Agreement dated March 27, 2008 ("Uni-Kool Site");

4. Establish an urban limit for the west and the south of Salinas, west of US Highway 101 through the recording of Agricultural Buffer Easements providing for the protection of the adjacent agricultural land;

5. Attract agricultural industry development to Salinas by streamlining the development review and environmental review processes and promoting development and site design flexibility and functionality needed to accommodate the evolving needs of the agricultural industrial business sector;

6. Maximize the total potential tax revenue for the City and the County from the *Plan Area* by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development;

7. Retain Salinas' existing agricultural-related job base and expand employment generation potential from the *Plan Area* by maximizing development capacity and providing for diverse

[1] Salinas Action Summit presentation, Dr. Joel Kotkin, November 15, 2008.

agricultural industrial uses that create high-value employment opportunities in close proximity to Salinas' existing population base;

8. Acknowledging the intensive resource usage, traffic generation, and land development that are characteristic of agricultural-industrial uses, reduce the environmental footprint of the new development by:

    a. Protecting the adjacent agricultural production lands to the west and south of the *Plan Area* through the recording of agricultural buffer easements;

    b. Providing a large agricultural industry hub with efficient access to Highway 101 and other major transportation corridors that encourages multiple, related businesses to locate in proximity to each other and by so doing, reduce the number and length of vehicle trips including cross-town trips, reduce congestion on local roads, reduce generation of air pollutants and greenhouse gases, and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians;

    c. Locating intensive industrial uses where impacts related to land use incompatibilities such as noise, light and glare, air quality, aesthetic, safety, hazards (i.e. ammonia coolant release), etc. are minimized;

    d. Locating urban development with immediate access to urban infrastructure such that the environmental impacts and costs of extending infrastructure or constructing additional infrastructure facilities is minimized;

    e. Sitting the *Center* on a parcel of land that is outside of areas of existing natural hazards and biological constraints that would either be impacted by the development or reduce it potential developable area;

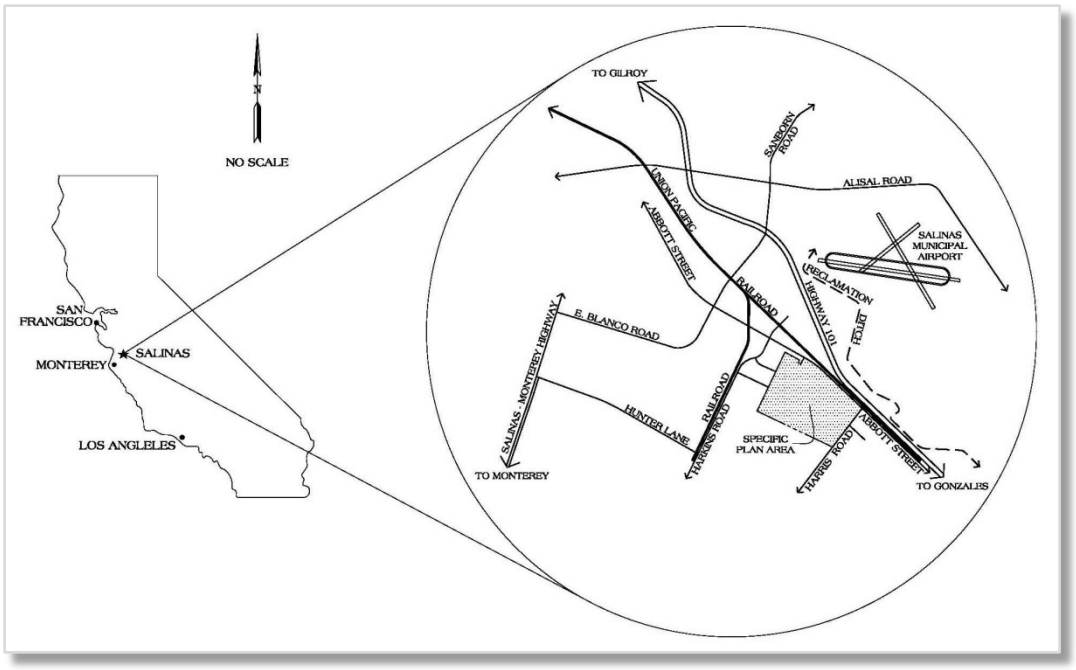
    f. Incorporating development standards that promote green building and climate change mitigation.

These objectives are supported by more specific goals and policies within the following chapters of the *Specific Plan*.

1.3 PROJECT LOCATION

The *Center* is strategically located in south Salinas, directly adjacent to complementary agricultural and industrial lands. The *Plan Area* is readily accessible from regional transportation corridors, is served by existing public infrastructure, and is sufficiently distant from sensitive receptor land uses. See Figure 1-1.

Figure 1-1: Location Map



1.4 LEGAL CONTEXT

1.4.1 AUTHORITY TO PREPARE

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement a city's general plan through the development of policies, programs and regulations that provide an intermediate level of detail between the general plan and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with a city's adopted general plan.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Salinas, a Charter City, maintains full authority over its municipal affairs, including the oversight of specific plan preparation within its jurisdiction. This *Specific Plan* addresses the applicable topics required by the Municipal Code.

1.4.2 RELATIONSHIP TO THE SALINAS GENERAL PLAN

The General Plan and the *Specific Plan* together provide a framework to guide the future land use and development decisions in the *Plan Area*. State law requires the *Specific Plan* to be consistent with the policies and standards contained in the General Plan. The *Specific Plan* is consistent with the General Plan, and furthers General Plan goals and policies related to industry, including the agricultural industry. Chapters 3, 4 and 6 contain the *Specific Plan* Goals and Policies, which provide focus for the design principles for development within the *Plan Area.* A complete list of the Specific Plan Objectives, Goals, and Policies can be found in Appendix G.

1.4.3 RELATIONSHIP TO THE SALINAS MUNICIPAL CODE

The *Plan Area* is subject to the Municipal Code, including the Zoning Code. Section 37-40.090 provides that the "use classifications, development regulations, and design standards shall be those of the underlying base zoning district's use classifications, development regulations, and design standards (as identified in Article III: Base District Regulations of the Zoning Code) except as modified by a specific plan adopted for the site."

Development Regulations and design principles within Chapters 4 and 5 modify those contained in Article III and Article V of the Zoning Code. Future developments within the *Plan Area* are also subject to Articles I, II, IV, and VI of the Zoning Code. Where a conflict occurs between the *Specific Plan* Development Regulations and the Zoning Code, the *Specific Plan* Development Regulations shall prevail.

1.4.4 ENVIRONMENTAL CONTEXT

The California Environmental Quality Act (CEQA) classifies the *Specific Plan* as a "project" subject to evaluation of potential adverse impacts on the environment. The environmental review process documents the *Specific Plan*'s potential environmental impacts. The *Specific Plan* will be reviewed as a single overall project consisting of several parcels that are anticipated to be further subdivided and developed over an extended period of time. This approach will enable the City to comprehensively evaluate impacts of potential developments within the *Plan Area,* to analyze effects that contribute to "cumulative" impacts, and to consider broad policy alternatives and area-wide mitigation measures prior to adoption of the *Specific Plan* and construction of individual projects within the *Plan Area*.

The appropriate environmental assessment for the *Specific Plan* is a Program Environmental Impact Report (EIR) as provided in Section 15168 of the CEQA Guidelines. The Program EIR provides the "first tier" environmental review of the project, and also provides the City with a single environmental document as a baseline to evaluate subsequent developments within the *Plan Area*. Individual projects that are consistent with the regulations established by this *Specific Plan* and with the thresholds established in the accompanying technical reports and Program EIR shall not require subsequent environmental review, unless specifically required by CEQA when the project's Initial Study identifies project-specific significant impacts not anticipated by the *Specific Plan* Program EIR.

1.5 LOCAL AGENCY FRAMEWORK

Plan Area development is subject to the GSA-MOU, and the subsequent MOU Supplemental Agreement. These documents memorialize agreements between the City of Salinas and the County of Monterey that allow the *Plan Area* (referred to as "Unikool" in said documents) to be annexed to the City, subject to conditions. The GSA-MOU states that the "County further supports future City Sphere of Influence Annexation proposals to the south of the City's existing City Limit for the exclusive purpose of agricultural processing and processing capacity, subject to the establishment of appropriate agricultural conservation easements."

The currently unincorporated portion of the *Plan Area* must be used "for the exclusive purpose of agricultural processing and processing capacity" once annexed to the City. The City currently does not have a land use control that separates agricultural industrial uses from "general industrial" uses. The *Specific Plan* establishes agricultural-industrial and other agricultural related land uses in the *Plan Area*.

1.6 AGENCY COORDINATION

Specific Plan preparation spanned multiple months and included more than forty meetings between the City of Salinas, the Master Developer's team and/or other public agencies and utilities. The City of Salinas and the Master Developer's team met with the following agencies to identify key development issues, opportunities and constraints, and regulatory requirements and for the purpose of establishing the project's feasibility, anticipating infrastructure needs, establishing utility demands, and coordinating timelines related to *Plan Area* development: Monterey County, Monterey County LAFCO, Monterey County Water Resources Agency (MCWRA), Monterey Bay Unified Air Pollution Control District (MBUAPCD), Pacific Gas and Electric (PG&E), Monterey-Salinas Transit (MST), CalTrans, Transportation Agency of Monterey County (TAMC), and the California Water Service Company (Cal Water). Relevant information gained from these meetings has been included in the *Specific Plan* and its accompanying documents and reports.

1.7 SPECIFIC PLAN ORGANIZATION

This *Specific Plan* includes the following chapters and content:

Chapter 1 – INTRODUCTION: This chapter explains the *Specific Plan's* purpose and legal context, establishes the *Center's* relationship to the General Plan and City of Salinas Municipal Code, describes the framework within which the County of Monterey and City of Salinas have agreed to allow development of the *Plan Area*, and outlines the *Specific Plan's* internal organization.

Chapter 2 – PLAN AREA: This chapter introduces the *Plan Area*, describes its physical features, establishes its local context, and explains the existing jurisdictional setting.

Chapter 3 – LAND USE: This chapter explains the land use concept for the *Plan Area*, establishes the Land Use Classifications unique to the *Specific Plan*, delimits the distribution of those Classifications, and sets forth the allowable land uses within each of the Classifications.

Chapter 4 – DESIGN: This chapter establishes the vision for the *Salinas Ag-Industrial Center* and provides the design principles that guide the planning and design for sites within the *Plan Area*. This chapter also sets forth the Master Landscaping Program and the Master Sign Program.

Chapter 5 – DEVELOPMENT REGULATIONS: This chapter establishes the Development Regulations necessary to implement the land uses proposed in the *Specific Plan*. The *Specific Plan* Development Regulations modify Articles III and V of the Zoning Code and are unique to the *Plan Area.*

Chapter 6 – CIRCULATION AND TRANSPORTATION: This chapter identifies the existing circulation system serving the *Plan Area,* explains the circulation concept for the *Specific Plan*, describes the proposed backbone circulation system within the *Plan Area,* and identifies *Specific Plan* required off-site and on-site circulation improvements.

Chapter 7 – RESOURCE MANAGEMENT: This chapter provides information and direction for the management, conservation, development and utilization of natural resources, including agriculture, hazardous materials, water resources and stormwater quality. The chapter also provides provisions for both resource conservation and air emission reductions in order to reduce the effects of climate change from development within the *Plan Area*.

Chapter 8 – PUBLIC INFRASTRUCTURE: This chapter describes the existing facilities, identifies the public infrastructure needs of the *Plan Area*, and establishes the framework for the necessary expansion of the infrastructure systems for domestic water, storm drainage, stormwater quality, sanitary sewer, industrial waste, and dry utilities (electrical, natural gas and telecommunications).

Chapter 9 – IMPLEMENTATION AND FINANCING: This chapter identifies the approval and implementation processes necessary for establishing the *Center* and for developing individual sites within the *Plan Area*. Additionally, the chapter delineates *Specific Plan* administration procedures and procedures for California Environmental Quality Act (CEQA) compliance. Lastly, the chapter provides an overview for *Plan Area* development timing, identifies responsibilities and options for construction financing, and responsibilities and options for infrastructure maintenance.

APPENDICES:

A. Greater Salinas Area Memorandum of Understanding (GSA-MOU), August 29, 2006

B. Agreement Regarding Supplement to the Final Program EIR (MOU Supplemental Agreement) for the Salinas Future Growth Area between the City of Salinas and the County of Monterey and the Monterey County Water Resources Agency, March 27, 2008.

C. Engineers Report for the Salinas Ag-Industrial Center, June 2009 (under separate cover)

D. Salinas Ag-Industrial Center Land Use Map

E. Salinas Ag-Industrial Center Development Regulations Handbook
   City of Salinas Zoning Code, Site Development
   City of Salinas Zoning Code, Supplemental

F. Agricultural Buffer Easement Deed

G. Summary of Specific Plan Objectives, Goals, and Policies

H. Salinas Ag-Industrial Center Master Landscaping Guidelines

I. Salinas Ag-Industrial Center Master Sign Guidelines

J. Glossary

K. Mitigation Monitoring Program

2 PLAN AREA

2.1 INTRODUCTION

The *Salinas Ag-Industrial Center* is strategically located to promote efficiency and harmony among the agricultural-industrial uses within and around the *Plan Area.* The *Plan Area's* near-level topography, proximity to complementary uses, and access to regional transportation facilities will facilitate the *Center's* activity.

This chapter introduces the *Plan Area*, describes its physical features, establishes its local context, and explains the existing jurisdictional setting.

2.2 EXISTING SETTING

The term "existing" is used throughout this chapter and describes site conditions prior to *Specific Plan* adoption, at which time, only a portion of the *Plan Area* was incorporated.

2.2.1 PLAN AREA

The *Plan Area* is comprised of two contiguous legal parcels of land, encompassed by three assessors' parcels (APN's 177-133-004, -005, and -007) as shown on Figure 2-1. Approximately seventeen (17) acres of the *Plan Area's* 257 acres currently lie within the Salinas City limits (177-133-004); the remainder of the *Plan Area* is currently situated within the unincorporated area of Monterey County.

2.2.2 EXISTING SITE FEATURES

The vast majority of the *Plan Area* is in agricultural production and thus contains non-native vegetation. Two residential structures with two detached garages exist on-site at the east corner of the property, adjacent to the Harris Road and Abbott Street intersection, and are occupied by agricultural workers. An additional uncultivated area at this location is used to store an existing above-ground diesel fuel tank and farm equipment. Four on-site wells provide non-potable irrigation water during the growing season. See Figure 2-2. The *Plan Area* topography is nearly level, sloping generally toward Abbott Street.

2.2.3 LOCATION

The *Plan Area* is well-situated to support agricultural-industrial uses. Its accessibility, visibility, and proximity to existing industrial uses increase its development potential. See Figure 2-3. Located at the southerly end of the City of Salinas, the *Plan Area* is in close proximity to U.S. Highway 101 and major urban arterials.

Figure 2-1: Assessor Parcels

Two streets, Abbott Street and Harris Road, define the *Plan Area's* northeastern and southeastern boundaries. Both Burton Avenue and Dayton Street terminate at its northwestern boundary. A network of local, collector, and arterial streets, as well as U.S. Highway 101, provide access to the *Plan Area*. The *Plan Area* is approximately 3-miles from the Salinas-Monterey Highway (State Route 68), which leads directly to the Monterey peninsula, approximately 22-miles away. Salinas Municipal Airport is approximately 2.5-miles northeasterly of the *Plan Area*.

Portions of the *Plan Area* are visible from U.S. Highway 101 (northbound and southbound lanes), the Union Pacific Railroad, Abbott Street, Harris Road, Burton Avenue, and Dayton Street. Future development will increase its visibility from these public corridors.

Figure 2-2: Existing Site Features

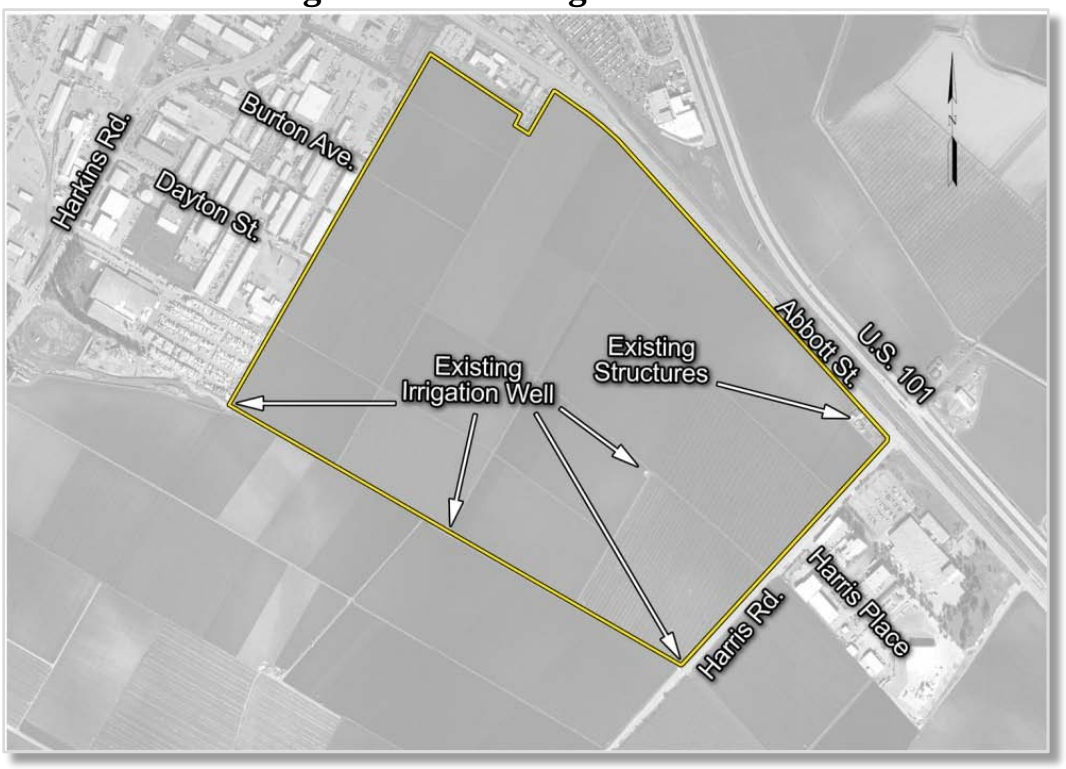


Figure 2-3: Specific Plan Area

The *Center* will create a nucleus for agricultural related industries located immediately adjacent to the City's existing principal industrial area. Northwesterly and southeasterly of the *Plan Area,* existing industrial uses include an industrial park, an industrial business park, heavy equipment sales, maintenance facilities, and other industrial commercial operations. Abbott Street is contiguous with the *Plan Area's* northeastern boundary. Parallel to, and northeasterly of Abbott Street, the Union Pacific Railroad and U.S. Highway 101 run north toward San Jose and south toward San Luis Obispo. The *Plan Area's* southwestern boundary is bordered by a dirt road that provides access to farmland within unincorporated Monterey County.

The *Plan Area* is located near existing utilities. Its backbone infrastructure will connect to existing water, storm drain, sewer, and industrial waste facilities near the *Plan Area* boundaries. Please see Chapter 8, Public Infrastructure, for further discussion.

Once annexed, the *Plan Area* will contribute to industrial land inventory in the southern part of the City. This is in keeping with the General Plan, which reserves the southern portion of the Abbott Street corridor for commercial and industrial uses.

2.2.4 EXISTING LAND USE DESIGNATIONS AND ZONING DISTRICTS

The *Plan Area* carries both County and City land use and zoning designations. Approximately 17-acres of the *Plan Area's* Abbott Street frontage lies within the current Salinas City limits. This segment is designated "Agriculture" on both the General Plan land use diagram and the City's Zoning Map. See Figures 2-4 and 2-5. The remainder of the *Plan Area,* approximately 240 acres, lies outside both the City limits and the City's current Sphere of Influence (SOI), within unincorporated Monterey County. The County General Plan designation and Zoning district is Farmland (40-acre minimum). The existing land use designations and zoning districts will be replaced by City General Plan designations and zoning districts concurrently with the annexation of the property. See Chapter 3, Land Use, for planned General Plan and Zoning designations.

The site's north corner lies within the Salinas Municipal Airport Area of Influence. The Airport (AP) Overlay District regulations will apply to the portions of the *Plan Area* within the Airport Area of Influence. See Figure 2-4. Development proposals within the AP Overlay District are subject to review by the City Manager or designee for conformance with the adopted airport height and use regulations contained in Chapter 37, Article IV, Division 7 and in Chapter 4 of the Salinas Municipal Code. Developments within the AP Overlay District are also subject to applicable State of California and Federal Aviation Administration (FAA) regulations. Staff review of site applications within the AP Overlay District will include, but will not be limited to, a determination of whether the proposed project affects airport operations by creating excessive amounts of lighting, reflection, or glare; if the proposed building height exceeds the airport's threshold; and/or if the project creates columns of rising heat or smoke.

Figure 2-4: Existing General Plan Land Use Designation

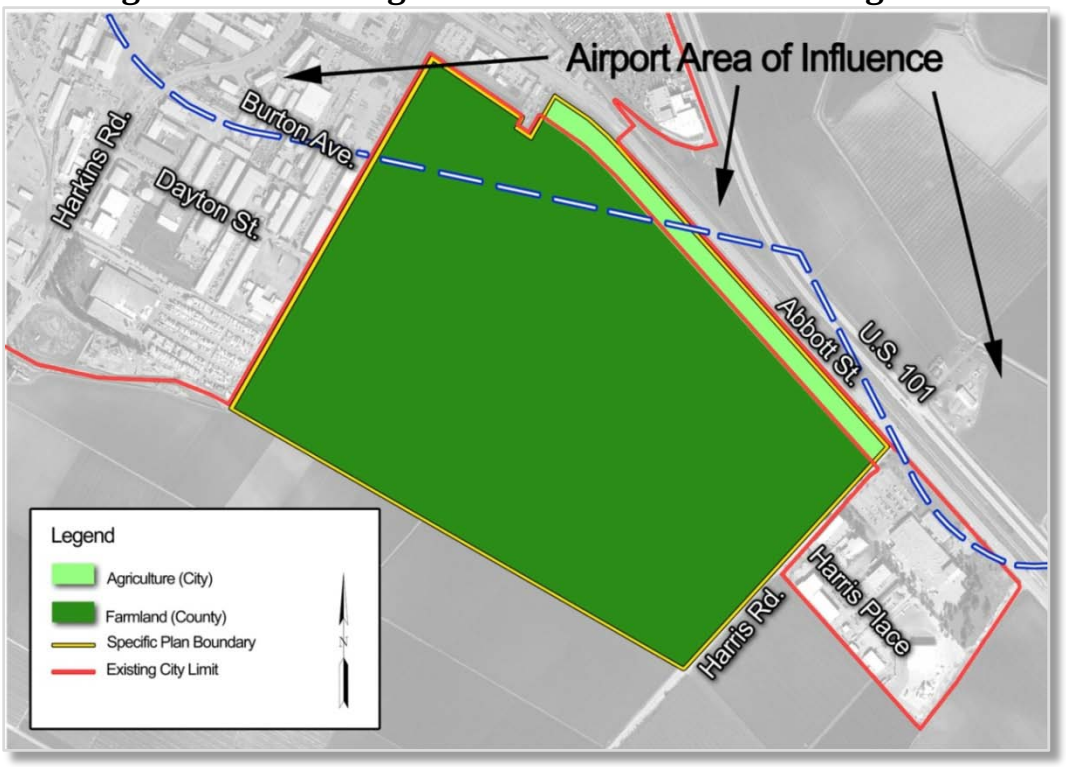
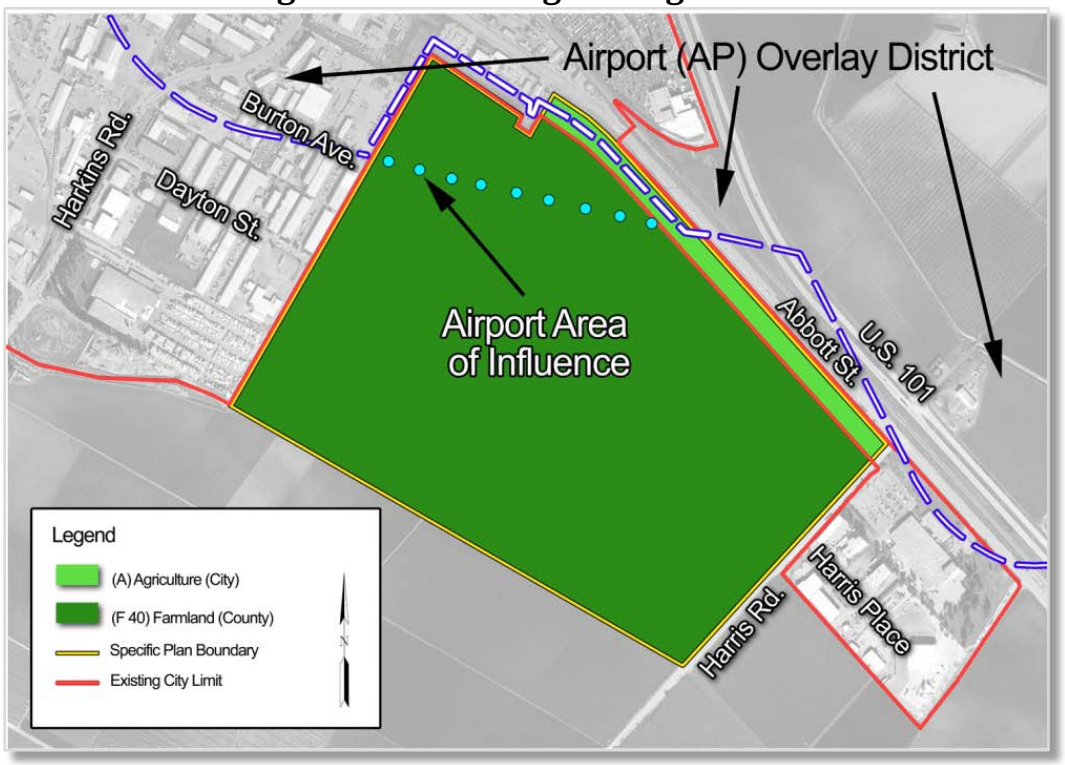


Figure 2-5: Existing Zoning Districts



2.3 LOCAL AGENCY CONTEXT

Approximately 17-acres of the *Plan Area* is within the incorporated Salinas City limits. The balance of the *Plan Area* lies adjacent to the current City limits and SOI and will be annexed into the City prior to development. See Figures 2-6 and 2-7. The Abbott Street and Harris Road rights-of-way along the *Plan Area* frontage are unincorporated and will also be included in the annexation.

The site will also be annexed into the Monterey Regional Water Pollution Control Agency service area. It will be detached from both the Monterey County Resource Conservation District and the Salinas Rural Fire Protection District. Please refer to Chapter 9, Implementation and Financing, for a complete list of local government actions.

Figure 2-6: Existing City Limit and SOI

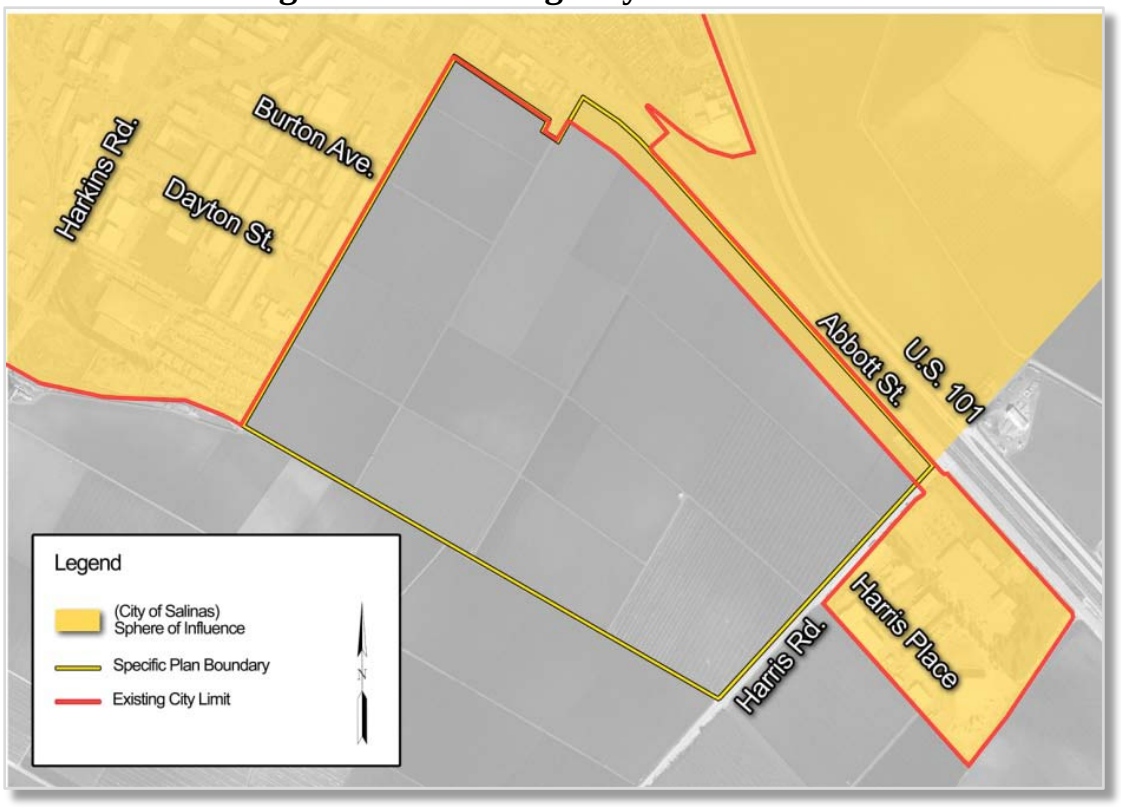
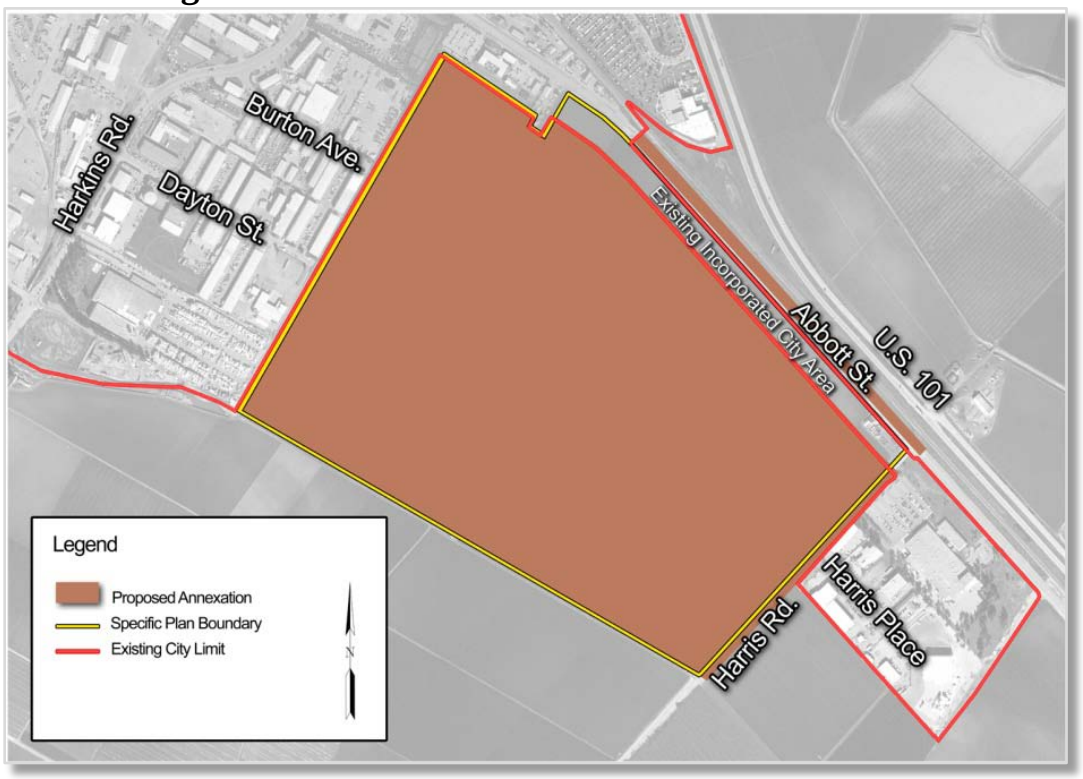


Figure 2-7 Annexation and SOI Amendment Area



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3 LAND USE

3.1 INTRODUCTION

The *Salinas Ag-Industrial Center (Center)* is planned to serve agricultural-oriented businesses and industries. The agriculture industry is experiencing fluctuations in markets, changing regulations, a growing need for global competitiveness, and industry advancing research. The land uses established for the *Center* are tailored to serve the needs of known agricultural industries as well as future needs that may arise from the development of new agricultural products, processes, and/or regulations.

This chapter explains the land use concept for the *Plan Area*, establishes the Land Use Classifications unique to the *Specific Plan*, delimits the distribution of those Classifications, and sets forth the allowable land uses within each of the Classifications.

3.2 LAND USE CONCEPT

The Center will be a hub of agricultural-industrial activity, focused on the introduction of raw produce from the field, the preservation (cooling) of that produce, in some cases the transformation into "value-added" commodities and, finally, the distribution of those commodities. Businesses located within the *Plan Area* will complement and support one another. For example, some businesses may specialize in transforming the raw materials into packaged products and separate, supporting businesses may store that product for shipping. Other businesses may produce or sell equipment or technologies used in the cultivation and harvesting of crops. Still other industries within the *Center* may research improved products or develop new and innovative uses for the produce, or other agricultural products. The *Plan Area* could also house agricultural-related educational institutions, agricultural-related research and development facilities, and other generally agricultural-related business and employee support services.

Adoption of the *Specific Plan* will signal the City's willingness to embrace and facilitate the agricultural industry's needs. It sets in motion a key component necessary to implement the General Plan visions concerning the agricultural industry and reaffirms Salinas as a leader in the global food economy.

3.3 GENERAL PLAN AND ZONING

Adoption of the *Specific Plan* by the City of Salinas will create new and unique land use principles and development regulations applicable to the *Plan Area* only. The *Specific Plan* land uses, design principles and Development Regulations establish the regulatory framework to facilitate development of agricultural industries within the *Plan Area*.

Upon annexation, the *Plan Area's* General Plan designation will be General Industrial. The corresponding base zoning designation will be IG (General Industrial), combined with *SP* (*Specific Plan*) Overlay District and (AP) Airport Overlay District. See Figure 3-1 and 3-2. In keeping with the provisions of the *Specific Plan* Overlay District (Section 37-40.090 of the Salinas Municipal Code), use classifications, development regulations and design standards of this *Specific Plan* modify those contained in Article III and Article V of Municipal Code Chapter 37. Where a conflict occurs between the provisions of this *Specific Plan* and the base district regulations, special provisions or other provisions of the Municipal Code, the *Specific Plan* goals, policies, design principles, and regulations shall prevail (Section 37-40.120 of the Municipal Code).

This *Specific Plan* establishes land use classifications and Development Regulations for the *Plan Area* that are consistent with the intent of the GSA-MOU.

Figure 3-1: General Plan Land Use Designation

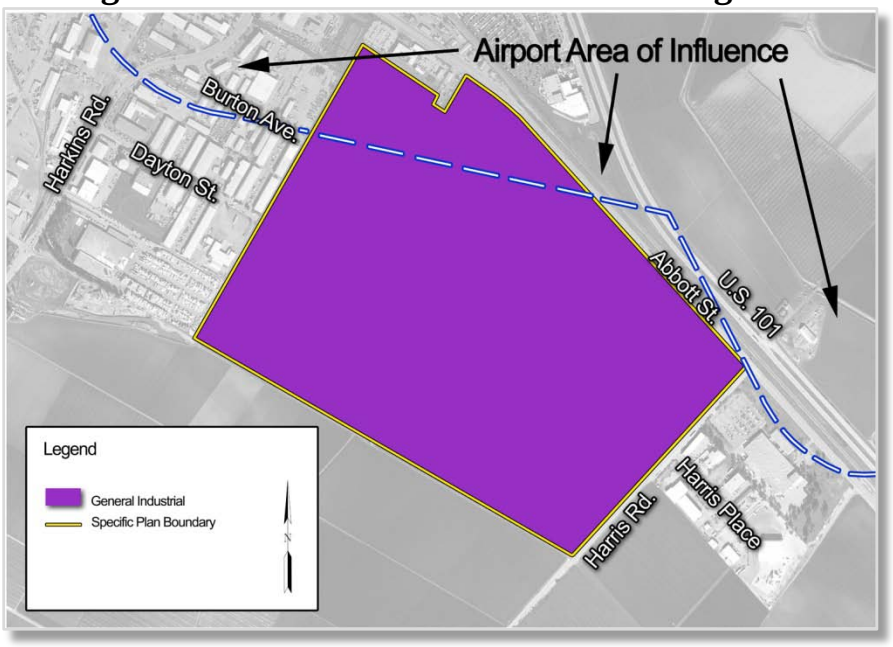
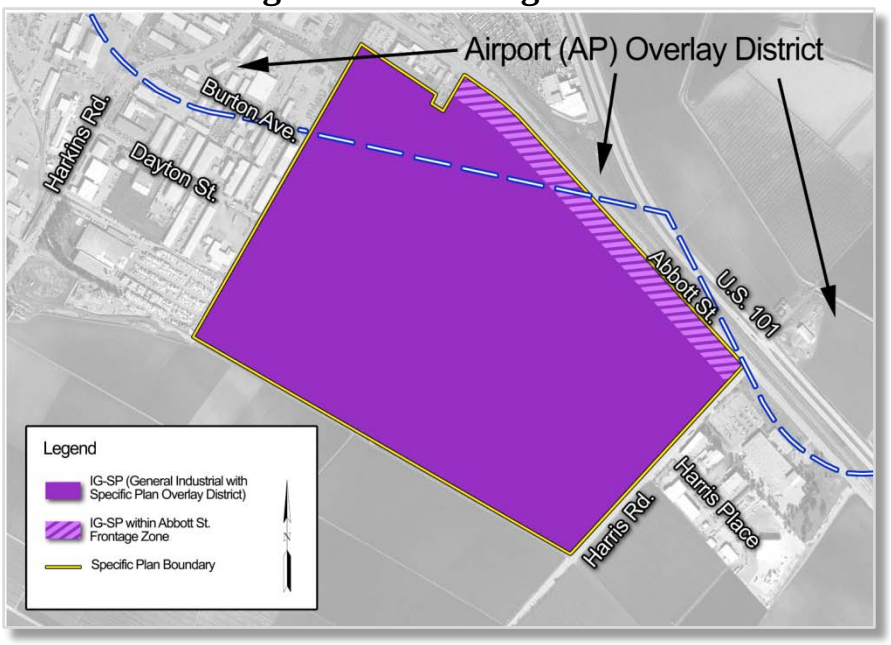


Figure 3-2: Zoning District



3.4 GOALS AND POLICIES

The following *Specific Plan* land use goals and policies are consistent with General Plan policies.

Goal 3-1: ***Strengthen the City's agricultural-industrial economic base by providing a new and diverse growth area within the City.***

Policy 3-1: *Designate land within the Plan Area for agricultural processing and related agricultural-industrial uses.*

Policy 3-2: *Encourage a diverse range of business and services in the Abbott Street Frontage Zone in order to support the viability of the overall Plan Area.*

Goal 3-2: ***Minimize adverse impacts to the surrounding agricultural lands.***

Policy 3-3: *Create an agricultural buffer easement along the Plan Area boundaries that abut agricultural land, in order to minimize land uses conflicts and avoid inducing conversion of agricultural land to urban uses.*

Goal 3-3: ***Foster research and development of new products and industries to broaden the scope of agricultural-related business opportunities in the Salinas Valley.***

Policy 3-4: *Establish land uses, design principles, and Development Regulations for the Plan Area that allow flexibility to respond to and accommodate future industry changes such as: product innovations; regulatory changes; and/or new industries within the Center.*

3.5 LAND USE CLASSIFICATIONS

Two new land use classifications are established in this *Specific Plan,* for application to the *Plan Area,* only. The Abbott Street Frontage Zone (ASFZ) is limited to the portion of the *Plan Area* currently within the City's jurisdiction. The Agricultural-Industrial (IA) classification applies to the remaining *Plan Area*. These new land use classifications are described below and included in Table 3-1 "Land Use Classifications".

AGRICULTURAL-INDUSTRIAL (IA)

The approximately 240 acres of currently unincorporated land within the *Plan Area* will be classified as Agricultural-Industrial (IA). Land uses allowed within the IA classification shall be agriculture processing, agriculture processing related, or shall support agricultural related industries.

ABBOTT STREET FRONTAGE ZONE (ASFZ)

The approximately 17 acres of the *Plan Area's* Abbott Street frontage within the existing City limits does not require annexation. This currently incorporated area provides the opportunity to broaden the spectrum of allowable uses to include non-agricultural specific uses typically permitted in the IG Zoning District.

Uses allowed within the Agricultural-Industrial land use classification are also permitted within the ASFZ. When a lot straddles the Abbott Street Frontage Zone, the portion of the lot outside of the ASFZ may only accommodate uses allowed within the Agricultural-Industrial land use classification.

3.6 LAND USE STANDARDS

Agricultural uses are the central components of the land use concept for the *Plan Area*. These uses represent some of the largest and most productive segments of Monterey County's economy. The provisions within this *Specific Plan* are designed to assure the City, the County, the community, prospective landowners, and business owners that future uses, structures, and site improvements will continue to support the agricultural industry.

The descriptions in this section draw on currently-known agricultural-related industries to generally describe the classifications and uses anticipated for the *Center.* The intent of this *Specific Plan* is to enable development of new industries and technologies that exemplify the nature of Agri-business, which is expanding beyond food into areas such as energy, industrial goods, and pharmaceutical research and products. This *Center* can become the first step in creating a regional and global center for agricultural innovation and industry. The *Specific Plan* land use classifications and the accompanying allowable land uses within each are shown in Table 3-1. The land uses are intended to be interpreted broadly and flexibly, while respecting the spirit of the GSA-MOU, in order to encompass new and currently unforeseen facilities, techniques, products and related support services, so long as the businesses comply with the

Specific Plan goals, policies, design principles, and Development Regulations, and generally serve, patronize, support and/or sustain the agricultural industry.

3.6.1 ALLOWABLE USES

The City's IG base zoning district allows a broad spectrum of uses such as manufacturing, processing and distribution that are not necessarily related to agriculture. By contrast, the *Specific Plan* focuses the uses allowed within the *Plan Area* to those generally related to the agricultural industry by adding the two new land use classifications described above (Agricultural-Industrial and Abbott Street Frontage Zone).

Specific Plan Table 3-1 establishes the permitted, non-permitted and conditionally permitted uses allowed within the *Plan Area* for each land use classification. Definitions for the land uses listed in the left column of Table 3-1 are provided in Salinas Municipal Code Chapter 37, Article I, Division 2 unless they are modified in the *Specific Plan* Glossary (Appendix J) or by the footnotes accompanying Table 3-1. Additionally, two new land uses for the *Plan Area* are included in Table 3-1, under the heading of "Agricultural Industrial Uses", and are defined below:

3.6.1.1 Major Agricultural Processing

The Major Agricultural Processing land uses are generally defined as uses that alter raw produce (such as fruits or vegetables) into consumable food products. Agricultural produce processing facilities, food products processing facilities, and wineries are Major Agricultural Processors.

A Major Agricultural Processing use will typically include a combination of several of the following procedures: refinement, treatment, conversion, cooling, dehydration, fermenting, sorting, cleaning, packaging, canning, freezing, bottling, storing, and distributing agricultural commodities. Large-scale equipment such as tumblers, forklifts, conveyors, lifts, sorters, vacuum cooling tubes, weighing systems, and sealers will typically be necessary to these uses, along with other heavy machinery and equipment customarily used or proposed for use in the agricultural processing industry. Major Agricultural Processing users are typically higher-volume water users, and usually require a sizeable amount of space in order to deliver materials to and from the site; to house the large equipment used to perform the above-mentioned services; and to store packaging materials and finished product. Typical facilities will also include ancillary uses such as office space for employees and visitors, shop buildings, supply buildings and/or supply yards, warehousing, and fabrication or cooling facilities.

3.6.1.2 Minor Agricultural Processing

The Minor Agricultural Processing land uses include agricultural related industries not classified as Major Agricultural Processing. One of the objectives for the *Center* is the development of a hub of agricultural-industrial activity that accommodates synergistic uses. These uses are complementary to the Major Agricultural Processing uses, and generally support those uses by producing related products, equipment, services or storage. Generally, these uses include:

- Businesses engaged in all, or portions of, the steps required for the production, assembly and/or integration of commodities, supplies, tools, equipment, vehicles, and similar uses. Such business, such as a cooling facility, packing, manufacturing, or part fabrication may be focused on single or intermediate steps in a larger process;

- Uses related to energy, pharmaceutical products, and industrial goods are also included within the scope of Minor Agricultural Processing so long as the businesses comply with the *Specific Plan* goals, policies, design principles, and Development Regulations, and generally serve, patronize, support and/or sustain the agricultural industry;

- Facilities that are engaged in providing direct support services to the agricultural industry, such as research, innovation, design, development, testing, management, and sales. Such businesses could also include printers, vehicle repair services, equipment sale/rental, laboratories, educational institutions, or research and development facilities.

Like the proposed Major Agricultural Processing uses, some Minor Agricultural Processing uses will require large lots to operate efficiently. Typical facilities will have office space for employees and visitors, shop buildings, supply buildings and/or supply yards, warehousing, and fabrication or cooling facilities.

3.6.2 USE COMPATIBILITY

The land uses in Table 3-1 are compatible and represent a selection of complementary businesses and industries from which to establish synergistic relationships among users within the *Plan Area*. The Agricultural-Industrial uses described above may be located anywhere within the *Plan Area,* as shown in Table 3-1.

Specific Plan implementation includes an "Agricultural Buffer Easement" to minimize land use conflicts between *Specific Plan* uses and adjacent productive agricultural lands. This buffer will discourage transformation of adjacent farmland to urban use, and reduce growth-inducing impacts. The Conceptual Site Plan shown in Figure 3-3 depicts the Agricultural Buffer Easement. The easement deters further urbanization and conversion of agricultural land along the *Specific Plan's* southwestern boundary, and along the undeveloped portion of the *Center's* Harris Road frontage adjacent to the *Specific Plan* area. For further discussion of Agricultural Buffer

Easements and the urban/agricultural interface, see Chapter 4, Section 4.5.5.1 b), Figure 4-1, and Chapter 7, Section7.3.

A portion of the *Plan Area* lies within the Salinas Municipal Airport Area of Influence. See Figures 3-1 and 3-2. Developments within this area will be subject to the Airport (AP) Overlay District regulations set forth in Municipal Code Chapter 37, Article IV, Division 7, Chapter 4 of the Municipal Code and with all other applicable federal, state, and local regulations. *Specific Plan* implementation will require developers of land within those portions of the *Plan Area* overlain by the AP Overlay District to record an Avigation Easement covering their land.

Table 3-1 and its accompanying footnotes completely replace the following portions of the Municipal Code, with respect to this *Specific Plan*:

- Section 37-30.310 "Use Classifications";
- Table 37-30.130, "Industrial Districts Use Classifications"; and
- All notes accompanying Table 37-30.130.

Table 3-1 Land Use Classifications

(See accompanying footnotes at the end of table)

Land Use	Land Use Classification	
	Agricultural-Industrial (IA)	**Abbott St. Frontage Zone (ASFZ)**
Public and Semipublic Uses		
Airports and Heliports	NP	NP
Clubs and Lodges	NP	CUP(n)
Convalescent Hospitals/Nursing Homes	NP	NP
Cultural Institutions	NP	CUP (n)
Day Care Centers	CUP (a)	CUP (a)
Government Offices	SPR (b)	SPR
Hospitals	NP	NP
Mural Exhibits	SPR	SPR
Park and Recreation Facilities	CUP (f)	CUP (f)
Parking Lots and Structures	SPR (l)	SPR (l)
Public Safety Facilities	SPR	SPR
Public Utility Service Yards	NP	NP
Religious Assembly	NP	NP
Schools (Public/Private)	SPR (b)(o)	SPR (b)(o)
Schools (Trade)	SPR (b)	SPR
Telecommunications Facilities:		
Major	CUP	CUP
Minor	SPR	SPR
Utilities (Major)	CUP(q)	CUP(q)
Adult Entertainment Facilities	NP	NP
Commercial Uses		
Ambulance Services	NP	NP
Animal Sales and Services:		
Animal Boarding	NP	CUP (n)
Animal Grooming	NP	NP
Animal Hospitals	NP	SPR (n)

Land Use	Land Use Classification	
	Agricultural-Industrial (IA)	Abbott St. Frontage Zone (ASFZ)
Animal Retail Sales	NP	NP
Artists' Studios	NP	NP
Automated Teller Machines (ATMs)	SPR (i)	SPR (i)
Bakeries: Wholesale	SPR	SPR
Bars	NP	NP
Building Materials and Services	SPR (b)	SPR
Catering Services	NP	CUP(n)
Commercial Recreation and Entertainment	NP	NP
Convenience Stores:	NP	CUP(n)
With Gas Pumps	NP	CUP(n)
Equipment Sales, Services, and Rentals	SPR (b)	SPR
Financial Services	NP	SPR(n)
Food and Beverage Sales	NP	SPR(n)
Laboratories	SPR (b)(h)	SPR (b)
Laundries:		
Limited	NP	NP
Unlimited	NP	NP
Maintenance and Repair Services:		
Major	SPR (b)	SPR (b)
Minor	SPR (b)	SPR (b)
Marine Sales and Services	NP	NP
Nurseries	SPR (b)	SPR (b)
Offices:		
Business and Professional as a Principal Use	NP	SPR(b)(n)
Business and Professional as an Accessory Use	SPR (b)(c)	SPR
Medical and Dental	NP	NP
Printing and Publishing:		
Limited	SPR (d)	SPR
Unlimited	SPR (d)	SPR
Recreational Vehicle Parks	NP	NP
Recycling Facilities:		
Single-feed reverse vending machines	SPR	SPR
Bulk reverse vending machines; Small collection	SPR	SPR
Large collection; Light processing	SPR	NP
Heavy processing	NP	NP
Research and Development Services	SPR (b)	SPR
Restaurants:	NP	CUP(n)
With Drive-through or Drive-in Facilities	NP	CUP(n)
Retail Sales	SPR (b)	SPR
Service Stations	CUP (e)	CUP

Land Use	Land Use Classification	
	Agricultural-Industrial (IA)	Abbott St. Frontage Zone (ASFZ)
Speculative Buildings	SPR	SPR
Vehicle-related Retail Sales and Services	SPR (b)	SPR
Vehicle Repair Facilities:		
Major	SPR (b)(h)	SPR (b)(h)
Minor	NP	SPR (h)
Vehicle Sales and Services	SPR (b)	SPR (b)
Vehicle Storage	SPR (b)(h)	SPR (b)(h)
Vehicle Washing	SPR (g)	SPR (g)
Warehousing Sales and Services:		
Limited	NP	NP
Wholesale Distribution	SPR (b)	SPR (b)
Agricultural Industrial Uses(r)		
Major (s) Agricultural Processing:		
Agricultural Produce Processing	SPR	SPR
Food Products Processing	SPR	SPR
Wineries	SPR (b)(m)	SPR (b)(m)
Minor Agricultural Processing:		
Chemical Manufacturing/Processing	CUP (b)	CUP (b)
Industrial Complexes	SPR (b)(k)	SPR (b)(k)
Cooling Facility	SPR (b)	SPR (b)
Container Manufacturing	SPR (b)	SPR (b)
Machinery Manufacturing	SPR (b)	SPR (b)
General	SPR (b)(p)	SPR (b)(p)
Limited	SPR (b)	SPR (b)
Salvage and Wrecking Operations:		
Non-vehicular	NP	NP
Vehicular	NP	NP
Speculative Buildings	SPR	SPR
Transfer Stations:		
Hazardous Waste	NP	NP
Truck Depot	SPR (b)	SPR (b)
Accessory Uses and Structures		
Utilities (Minor)	P(j)(q)	P(j)(q)
Temporary Uses	TULP	TULP

Footnotes to accompany Table 3-1 "Land Use Classifications Table":

P = Permitted Use
NP = Not Permitted Use
CUP = Conditional Use Permit Required
SPR = Site Plan Review Required
TULP = Temporary Use of Land Permit Required

(a) Day care centers are allowed only to serve children of employees employed within the *Plan Area*, are only allowed as an accessory use, and are not permitted as a stand-alone operation. The day care center may not exceed 10 percent of the subject lot's total building square footage (gross floor area).

(b) Use shall be agriculturally-related or serve the agriculture industry.

Footnotes to accompany Table 3-1 "Land Use Classifications Table":

(c) Business and Professional offices are allowed as accessory to on-site agriculturally-related uses and are limited to 40 percent of the subject lot's total building square footage.
(d) Use allowed only if artwork, printing and binding are agriculturally-related, such as labels, packaging, brochures, advertising and marketing materials.
(e) Service stations allowed only if primarily intended to serve agriculturally-related vehicles and equipment.
(f) Use allowed only when exercise facilities, parks, and/or recreational facilities are components of truck depots. This use is subject to the same level of review as the principal use.
(g) Use allowed only when vehicle washing facilities are components of truck depots, general industrial, or limited industrial uses. This use is subject to the same level of review as the principal use.
(h) Use allowed as an accessory to on-site agriculturally-related uses and is limited to 30 percent of the total square footage of all structures on the site. This use is subject to the same level of review as the principal use.
(i) ATM facilities which are located entirely within a building and are not externally accessible are allowed within the *Plan Area*.
(j) Minor utilities shall not unreasonably interfere with the use, enjoyment, or aesthetics of adjacent uses.
(k) Individual uses within an industrial complex are subject to Site Plan Review.
(l) Does not apply to the parking required to support a primary use.
(m) Wineries may have tasting rooms as an accessory use limited to 30 percent of the subject lot's total building square footage.
(n) When a lot straddles the boundary between the Abbott Street Frontage Zone (ASFZ) and the (IA) land use classification, the portion of the lot outside of the ASFZ shall not include any land use that is unique to the ASFZ.
(o) Schools (public/private) are limited to post-High School College, University, or equivalent, only.
(p) The following uses are excluded from the definition for "Industry General" as contained in Salinas Municipal Code Chapter 37, Article I, Division 2: Agricultural produce processing, Container manufacturing, Food products manufacturing, Machinery manufacturing, and Wineries. These uses are listed separately in Table 3-1.
(q) Minor Utilities shall include public facilities, such as water wells, water tanks, power substations and their appurtenances as listed in Chapter 8, Section 8.2.2, and are allowed throughout the *Plan Area.*
(r) Uses under the Agricultural-Industrial heading are referred to as Industrial Uses in this *Specific Plan*.
(s) The maximum allowable land area dedicated to Major Agricultural Processing Uses is established in Table 3-2 require tracking of total acreage. See Table 3-2, Section 9.3.6, and Appendix D.

3.6.3 LAND USE DISTRIBUTION

Table 3-2 identifies anticipated distributions of Land Uses within the *Plan Area*, and also establishes the maximum allowable acreages. Table 3-3 establishes the maximum Floor-Area Ratio (F.A.R.) allowed by Land Use, and shows maximum building floor area square footage resulting from applying F.A.R. to the Land Use Distribution established in Table 3-2.

The maximum allowed land area designated for "Major Agricultural Processing" as shown in Table 3-2 shall not be exceeded. Any proposal to increase the maximum allowable "Major Agricultural Processing" acreage as shown in Table 3-2 will require a Major *Specific Plan* Amendment as described in Chapter 9. All applications by Individual Developers for site development shall be accompanied by the Land Use Map in Appendix D, updated to reflect the Land Use Designation being requested. Upon each approval establishing Land Use within the *Center*, the City shall replace the Land Use Map in Appendix D, with the updated Land Use Map.

Table 3-2
Plan Area Land Use Distribution

Land Use (from Table 3-1)	Land Use Distribution		
	Minimum (net acres)	**Probable** (net acres)	**Maximum** (net acres)
Major Agricultural Processing:			
Agricultural-Industrial (IA) & Abbott Street Frontage Zone	0	90	101 [(a)]
Minor Agricultural Processing and all other uses:			
Agricultural-Industrial (IA)	0	130	220
Abbott Street Frontage Zone	0	15	15
Other:			
Public street right-of-way	0	22	--
Total	--	257	--

(a) Tracking is only required for the total maximum allowable land area for all "Major Agricultural Processing" Land Uses. See Chapter 9. Section 9.3.6

Table 3-3
F.A.R. and Resulting Building Area

Land Use (from Table 3-1)	FAR[(a)]	Resulting Building Area[(b)]	
		Probable (s.f.)	**Maximum**[(c)] (s.f.)
Major Agricultural Processing	.3		
Agricultural-Industrial (IA) & Abbott Street Frontage Zone		1,176,120	1,319,868
Minor Agricultural Processing and all other uses	.5		
Agricultural-Industrial (IA)		2,831,400	4,791,600
Abbott Street Frontage Zone		326,700	326,700

(a) Floor Area Ratios are set by Land Use, and are not related to Land Use Classifications

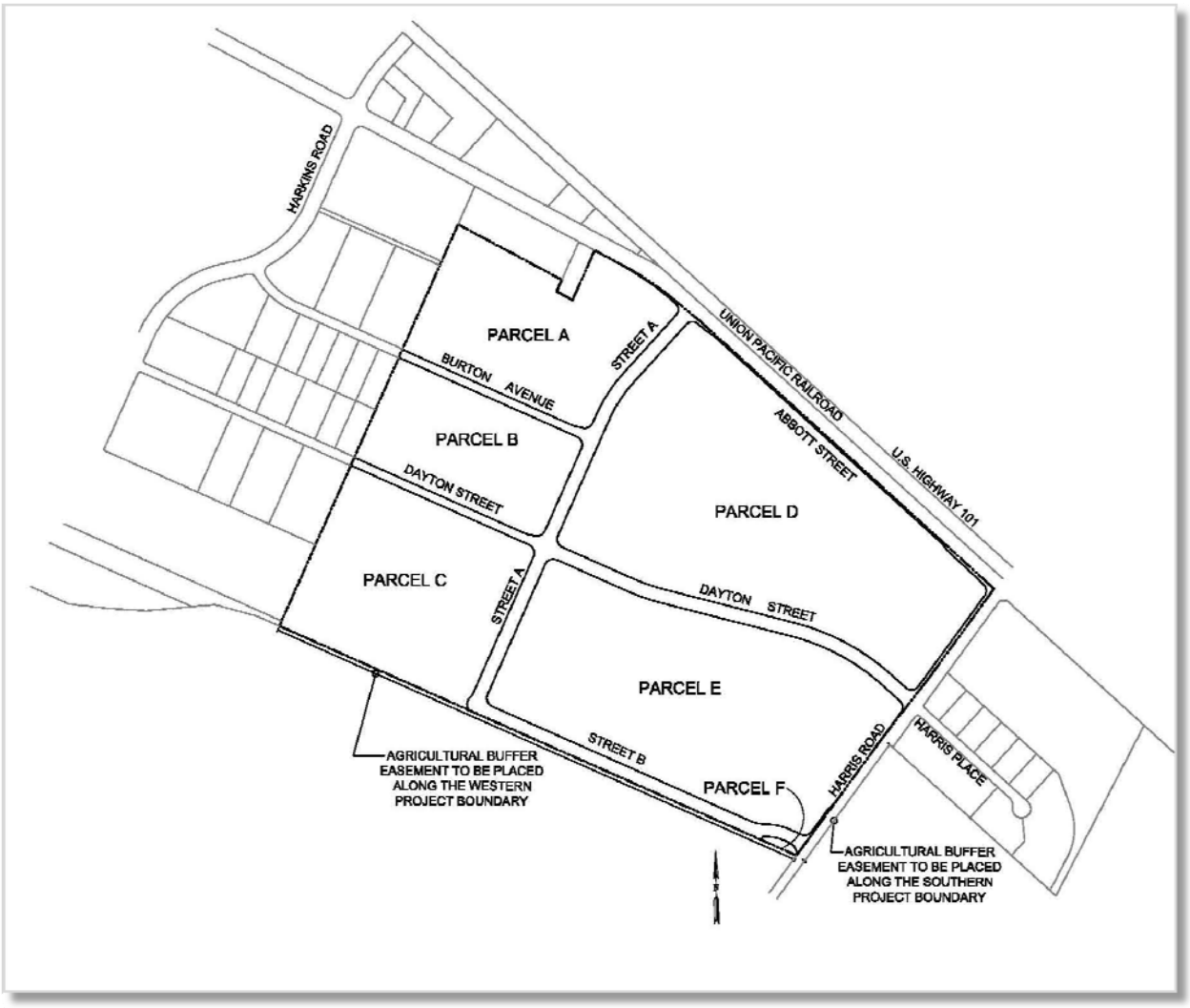
(b) Building areas shown are calculated based on the maximum acreages shown in Table 3-2, and thus do not require independent tracking, See Table 3-1, footnote (s).

(c) Values shown in this column are not additive. It is not possible to achieve the maximum building areas in all categories simultaneously.

3.7 CONCEPTUAL SITE PLAN

Figure 3-3 demonstrates the backbone circulation pattern described in Chapter 6 and master parcel configuration. The *Plan Area* will be developed in stages, including further division of the master lots (additional lots and possible public streets) to accommodate both traditional and evolving market segments of the agricultural industry. Pursuant to Municipal Code section 31-302, the Master Developer intends to process parcel maps for the initial and subsequent subdivisions.

Figure 3-3 Conceptual Site Plan



4 DESIGN

4.1 INTRODUCTION

Industrial facilities are unique and evolving, requiring focused and flexible designs. Function plays a more critical role than form in the design of industrial facilities. By nature, agricultural oriented industrial sites include extremely large buildings and broad expanses of paved surfaces to accommodate truck circulation, staging, and loading. Additionally, material and machinery are stored outside and usually require security fencing. Industrial operations are vigorous and dynamic – operating long hours, and demanding rugged serviceability from buildings, outdoor areas and paved surfaces.

This chapter establishes the vision for the *Salinas Ag-Industrial Center* and provides the design principles that guide the planning and design for sites within the *Plan Area*. This chapter also sets forth the Master Landscaping Program and the Master Sign Program.

4.2 VISION

This *Specific Plan* envisions a vital, agriculturally-oriented industrial *Center,* actively supporting and furthering the industries related to the supply of food to our nation and the world. The *Center* reflects the rugged industry it serves – furthering the mission of cooling, processing, and transporting produce throughout the country. The *Center* also accommodates agricultural related support services and other related industries generally associated with, or using products from, the ag-industry. This *Center* will be stout and robust. Its beauty lies in its purpose, its simplicity of line and its rugged function. The success of the businesses within the *Center* will, in part, depend upon the ability of the designers, project applicants, and the regulators to catch this vision and efficiently put it into action.

The *Specific Plan* goals, policies, design principles, and Development Regulations serve to implement this vision by:

- facilitating the ability for businesses to quickly gain approvals, build and commence operations in the *Center*;
- providing a clear project review and approval path for agricultural industries, made straightforward by establishing utilitarian zoning standards tailored to their needs;
- facilitating ease of use and reduced conflicts for users such as truck drivers, suppliers and visitors, by providing clear signage, maneuverable streets and separation of uses;
- providing a pleasing experience for users of the *Center* through implementation of Landscape Buffer Easements (as defined in Section 4.5.5) along the public streets that buffer/screen uses and enhance the streetscape; and

- providing ag-industrial policies, design criteria and regulations, which offer site programming flexibility, allowing potential users to quickly implement facility needs resulting from circumstances such as changing market demands or the increasing demands of government regulations on the agricultural-industry.

4.3 GOALS AND POLICES

The following *Specific Plan* land use goals and policies are consistent with those of the Salinas General Plan.

Goal 4-1: ***Maintain and enhance Salinas Valley's identity as an ag-industrial hub through sound ag-industrial design principles within the Specific Plan area.***

Policy 4-1: *Utilize design principles that allow function to dictate form.*

Policy 4-2: *Establish Plan Area-specific Development Regulations that are tailored for ag-industrial facilities and allow flexibility for practical, functional design and can respond to new industry trends.*

Goal 4-2: ***Comprehensively design ag-industrial sites to maximize efficiency of uses and encourage logical placement of site features.***

Policy 4-3: *Prioritize facility operation requirements in site design, allowing them to dictate individual site layouts, building forms and on-site circulation patterns.*

Policy 4-4: *Orient parking, loading and storage areas in close proximity to their related structures and functions, and supply directional signage to minimize conflicting movements.*

Policy 4-5: *Define entries and employee/visitor areas to reduce conflicts between trucks and passenger cars.*

Goal 4-3: ***Recognize the functional needs of large ag-industrial facilities, encourage the strategic arrangement of structures, and address architectural massing with effective and practical measures.***

Policy 4-6: *Utilize form, color, materials, and shadow to create architectural interest, style and diversity for ag-industrial structures.*

Policy 4-7: *Allow the function of industrial equipment to dictate building form by practical placement and materials application.*

Goal 4-4: ***Develop enhanced public streetscapes within the Plan Area and along the Abbott Street project frontage.***

Policy 4-8: *Comprehensively design Landscape Buffer Easements along the public streets throughout the Center – incorporating landscape strips, street trees, accent trees, shrubs, and ground cover.*

Policy 4-9: *Utilize Landscape Buffer Easements along the public streets to: enhance streetscapes; provide buffering and screening; provide shade; break up views of unarticulated industrial buildings, storage areas, equipment and large continuous*

pavement areas; enhance entries; and provide detention and biofiltration of stormwater run-off.

Policy 4-10: Establish Master Signage for the Center to aid users and visitors in direction finding.

4.4 DESIGN STATEMENT

The *Salinas Ag-Industrial Center* is envisioned to be a dynamic industrial commerce hub. Its ag-focus will bring together a variety of industries that share a common purpose and similar needs. Logistical efficiency will be enhanced and benefit from the close proximity of synergistic uses such as product supply, cooling facilities, material-handling, packaging, information systems, staging and transporting.

Site designs for the individual industrial uses must accommodate:

- large buildings and equipment used in the operation of such facilities;
- circulation, parking and loading for high volumes of field trucks (trucks delivering materials from the field to the *Center*) and line trucks (trucks picking up product from the *Center* and transporting elsewhere);
- employee and visitor vehicle circulation and parking;
- shelter and security for agricultural produce and packaging materials; and
- outdoor storage and security for large equipment and related materials.

The overall vision for the *Center* and the design principles set forth in this chapter are implemented by the Development Regulations in Chapter 5. Application of the vision and design principles contained herein, in conjunction with the Development Regulations in Chapter 5, will provide the flexibility necessary to timely and efficiently implement projects and meet the unique design needs of agricultural-related industries.

4.5 DESIGN PRINCIPLES

The design principles for the *Specific Plan* presented in the next sections provide direction to guide designers, Individual Developers, and administrators concerning future development within the *Plan Area.*

4.5.1 SPECIFIC PLAN DESIGN

The public streets that serve as the primary circulation through the *Plan Area* will be the unifying design element for the *Center,* imparting the following:

- clear directional signage for trucks and visitors;
- Landscape Buffer Easements adjacent to the public streets (as defined in Section 4.5.5), which provide both a consistent, unifying visual statement throughout the *Center,* and are the screening element for buildings, walls, outdoor areas, on-site parking areas, circulation areas, etc.;

- sidewalks and bike lanes on all publics streets within the *Center*, connecting to existing City facilities;
- emphasis on large-vehicle movements through the use of wide, median-free streets and large-radius curb returns at intersections; and
- limited access from the *Center* onto Abbott Street and Harris Road with signalized intersections at Harris Road/Abbott Street, and at Street "A"/Abbott Street to promote safety and efficiency of movement.

4.5.2 INDIVIDUAL SITE DESIGN

Industrial operations involve multiple processes that function concurrently, with sequential steps, in an atmosphere of ordered activity. The facility operations and demands will dictate individual site layouts, building forms, and on-site circulation patterns. Emphasis should be given to:

- entrances to individual sites for trucks and delivery vehicles, separate from the employee/visitor access points, whenever feasible;
- convenient and well-directed on-site employee/visitor pedestrian and vehicular circulation areas, separate from truck circulation/parking areas, whenever feasible;
- employee/visitor building areas and entrances that are distinguishable from the utilitarian/operations portions of the site, through landscaping and simply enhanced building features;
- loading areas, truck circulation and staging layout that enhances the operation of the facility; and
- landscaping in appropriate areas such as public street Landscape Buffer Easements, entryways, and around the employee/visitor portions of buildings, while avoiding landscaping within the portions of the site that are actively used for industrial functions, such as loading docks, storage areas, truck facilities, etc.

4.5.3 ARCHITECTURE

Manufacturing and processing facilities function most efficiently with square or rectangular buildings that include access on all sides. These simple shapes give priority to the necessary industrial functions and allow efficient operation of the systems, machinery, and equipment located within the buildings. Of necessity, the principal structures are often windowless, non-articulated buildings with exposed mechanical equipment that do not reveal their use. Emphasis should be given to:

- practical, straight-forward buildings and facilities;
- allowance of unarticulated walls;
- minimal on-site screening with reliance mainly on the public street Landscape Buffer Easements for screening;
- allowance for multiple buildings and accessory structures on a site;
- loading door and docks allowed on any side of a building; and
- employee/visitor entryways distinguished from the remainder of the structure in simple, cost effective ways.

4.5.4 PARKING AND CIRCULATION

The circulation, staging, and parking areas required for trucks, along with the visitor/employee parking facilities, will absorb a large portion of individual lots within the *Center*. Efficient site operations include on-site circulation that facilitates the movement of trucks, forklifts, heavy equipment, and passenger vehicles. Line trucks and field trucks should be separated as much as possible from passenger vehicles. Additionally, priority shall be given to:

- separate entrances for trucks and passenger vehicles;
- clear directional signs for on-site circulation; and
- self-contained circulation and staging, without re-entry into the public street for maneuvering.

4.5.5 MASTER LANDSCAPE PROGRAM

The Master Landscape Program establishes the framework to guide the preparation of the Master Landscaping Guidelines (MLG) for the *Plan Area.* Landscaping within the *Center* will function as a comprehensive, cohesive design element that helps to create a sense of place, a *Center* identity, and a sense of arrival. *Center* landscaping will also provide screening and softening of building edges and will reduce potential project impacts to the environment by absorbing greenhouse gasses.

The goal of this Master Landscape Program is to establish a hierarchy of landscaping features and set forth guidelines to aid in:

- addressing the primary screening of sites from view of the public streets;
- establishing a strong identification for the *Center* along its public streets;
- establishing a consistent width and location for landscape areas along the public streets;
- creating a consistent palette of plant textures, species, heights and foliage;
- setting forth guidelines for public street and on-site landscaping within the *Plan Area*; and
- identifying maintenance responsibilities;

Master Landscaping Guidelines (MLG) for the *Center* will be prepared by a qualified Landscape Architect for the Master Developer at the time of the design and permitting for the first phase of backbone infrastructure. The Guidelines will conform to these design principles and the Development Regulations (Chapter 5), and will be placed in Appendix H of this document. The MLG will address both the Fundamental Center Landscaping and the On-Site Landscaping as described below, will set forth the palette of plant species, textures, heights and foliage for the *Center* and the design criteria meeting the Performance Standards described below.

The main hierarchies of landscaping features are identified as follows:

- **FUNDAMENTAL CENTER LANDSCAPING**:

- Landscape Buffer Easements
- Agricultural Buffer Easements
- Site Entry Landscaping

- **ON-SITE LANDSCAPING:**
  - Non-Industrial Uses
  - Industrial Uses

4.5.5.1 FUNDAMENTAL CENTER LANDSCAPING:

Landscaping along the *Plan Area's* public streets will provide a consistent and cohesive visual design element while also serving as the primary screening of uses from public streets. The Master Landscape Program will encourage a comprehensive approach that includes consistency in landscaping elements and their composition. Implementation of the Master Landscape Program and the Master Landscaping Guidelines will contribute to an industrial "neighborhood" that is distinguishable to visitors, truck drivers, and employees.

a) **Landscape Buffer Easements** apply to all public street frontages – both the backbone streets shown in Figure 4-1 and those that may be created by future subdivisions within the *Plan Area*. The exception is along the entire southwestern boundary and a portion of the southeastern boundary immediately adjacent to active farmland, which is described below in the Agricultural Buffer Easement. Landscape Buffer Easements, in combination with the landscape strip within the public ROW, will provide a total landscaped area that is at least twenty-six (26) feet in width. Vegetation in the Landscape Buffer Easement will provide shade for public walkway and paving adjacent to the Landscape Buffer Easement. It will also soften other elements within the streetscape and will provide the primary screening of views from the public streets to individual buildings and other utilitarian areas of individual sites. Landscape Buffer Easements are twenty-two (22) feet wide and are located on individual lots, directly adjacent to the public street ROW. The planting associated with the Center Identification Signs and the Street Directional Signs located within these areas will also be part of the Landscape Buffer Easements. Landscape Buffer Easement areas will be maintained through a Landscaping and Lighting Maintenance District (LLMD). Conceptual Landscape Buffer Easement plantings are shown in Figures 4-2 through 4-4.

b) **Agricultural Buffer Easements** will be created to ensure compatibility between *Plan Area* uses and adjacent active farmland. The Agricultural Buffer Easements will be located along the *Plan Area's* southwestern boundary and along the portion of the southeastern boundary that lies across Harris Road from the active farmland. See the locations shown in Figure 4-1. Landscaping of the public street ROW located within the Agricultural Buffer Easement areas is limited to low-profile vegetation that will not cast shadows or disburse seeds onto adjacent farmland. The planting associated with any Center Identification Signs and the Street Directional Signs located within these areas will also be part of the Agricultural Buffer Easements. Agricultural Buffer Easements will be maintained through a Landscaping and Lighting Maintenance District (LLMD).

c) **Site Entry Landscaping** is the planting associated with the Site Entrance Signs as described in Section 4.5.8. Planting palettes near these signs may be limited to low-profile vegetation in order to prevent visual obstructions. Individual Developers are responsible for maintaining the planting associated with these signs.

4.5.5.2 ON-SITE LANDSCAPING:

Individual Developers will be responsible for landscaping their respective lots as well as for maintaining the portions of their lots that lie outside of the Landscape Buffer Easement described above. On-site landscaping could occur in parking areas, around buildings, at driveway entries, or in any other places required by the *Specific Plan* or deemed suitable by the Individual Developers. Chapter 5 "Development Regulations" sets forth the requirements for landscaping for both non-industrial and industrial users. All on-site landscaping must conform with the guidelines identified in this chapter, the Development Regulations described in Chapter 5, and the Master Landscape Guidelines (MLG) to be included in Appendix H.

4.5.5.3 PERFORMANCE STANDARDS FOR THE MASTER LANDSCAPING GUIDELINES:

The MLG will establish the plant palette and design guidelines for landscaping within the main hierarchies of landscaped areas. The MLG will also include provisions for low-water using plants and for efficient irrigation systems. The MLG will conform to the plant list identified by the City of Salinas.

a) Planting

- **Landscape Buffer Easement**. Planting within the Landscape Buffer Easement areas along with the landscaped ROW areas will provide the primary screening of buildings and other areas from the public streets and accommodate the biotreatment areas and detention swales. The uses proposed along the public street/private lot interface will dictate the intensity of landscaping required within the corresponding ROW and Landscape Buffer Easement areas. Vegetation within the ROW and Landscape Buffer Easement will be based on three-tier heights that include:
    - low-profile groundcovers (plants ranging from 6" to 3' in height);
    - understory (shrubs, hedges, and saplings to a height of eight feet); and
    - canopy (trees greater than eight feet in height).

  The MLG will establish a plant palette that addresses these tiers, conforms to the plant list identified in the City of Salinas Development Standards, and includes a variety of plant colors and textures. The bioretention treatment areas included within the Landscape Buffer Easement areas will include plants and materials supporting Low Impact Development (LID). Walls, fences, and berms may be used within Landscape Buffer Easements for screening purposes, and the MLG will also address allowable materials, colors and styles for these features.

The following scenarios demonstrate that varying levels of screening may be applied within the ROWs and Landscape Buffer Easement areas. The figures referenced provide

conceptual images to illustrate a possible design approach for each scenario. The vegetation provided in each exhibit is conceptual and is shown at maturity.

Landscaping used to screen blank building facades. The planting plan should focus on softening building edges and interrupting monolithic building facades by applying proportional amounts of groundcover, understory, and canopy plants that include a variety of colors, textures, and heights. See Figure 4-5.

Landscaping used to screen loading docks, roll-up doors, and/or parking areas. The planting plan should focus on screening vehicles and/or medium-height building features such as loading doors or docks by applying a higher proportion of groundcover and understory plants. When building mounted signs are present, open canopy trees can be spaced per the Design Regulations described in Chapter 5. See Figures 4-6 and 4-7.

Landscaping used to screen shipping materials, packing materials, and stationary outdoor equipment. The planting plan should focus on screening these medium-height features by applying a higher proportion of understory and canopy plants.

Landscaping interface with building-mounted signs. The planting plan should offer periodic uninhibited views from the street to the sign. The proportion of groundcover, understory, and canopy plants will depend on the sign location(s) relative to the street elevation. See Figure 7-7 and Figure 4-8.

Landscaping at driveway entrances. The planting plan should "frame" the entrance by tiering landscaping. Groundcovers should be planted closest to the entrance; understory and canopy plants should be added as the distance from the driveway entrance increases. See Figure 4-9.

- **Agricultural Buffer Easement**. Planting of the ROW within the Agricultural Buffer Easement areas will be designed to meet the following criteria:
    - low-profile groundcovers (plants ranging from 6" to 2' in height) to avoid any casting of shade on the adjacent cultivated lands; and
    - plant and grasses that are not invasive and do not cast seeds.

  The Master Landscaping Guidelines will establish a plant palette that addresses these criteria.

- **Site Entry and On-site Landscaping**. Guidelines for planting for the Site Entry Signs and for individual sites within the *Plan Area* will also be included in the Master Landscaping Guidelines.

The public street Landscape Buffer Easement will be the primary screening for individual site buildings, accessory structures, parking areas, site storage and other outdoor areas. Parking lot landscaping requirements and other required landscaping are set forth in Chapter 5 "Development Standards". The MLG shall include general guidelines for plant materials, placement and irrigation for onsite landscaping.

b) Water Efficiency

The MLG shall provide direction for the use of low water using plants and irrigation systems. The MLG shall be consistent with City Zoning Section 37-50.700 in Appendix E, Lines 1265 thru 1296, specifically Lines 1285 thru 1290, "Xeriscape Guidelines". Water saving elements shall be incorporated into the MLG such as:

- Low water using plant species
- Limited turf areas
- Diversity of species to limit diseases and pest infestations
- Efficient irrigation systems including drip, micro misters
- Limit irrigation application in the winter months
- Establishing monitoring programs for irrigation system function
- Soil analysis and amendments
- Use of mulch to prevent evaporation losses, keep the ground cool, and conserve moisture

4.5.5.4 RESPONSIBILITIES:

Installation

The Master Developer will be responsible for the installation of:

- Bioretention treatment area landscaping associated with backbone streets, located within Landscape Buffer Easement areas
- Landscape Buffer Easement landscaping associated with detention swales;
- Agricultural Buffer Easement landscaping

The Individual Developers will be responsible for the installation of:

- Portions of the Landscape Buffer Easement landscaping which was not installed by the Master Developer
- Site Entry landscaping
- On-site landscaping

Maintenance

LANDSCAPE TYPE	**MAINTENANCE RESPONSIBILITY**
Landscape Buffer Easements	LLMD
Agriculture Buffer Easements	LLMD
Site Entry landscaping	Individual Developer
On-Site landscaping	Individual Developer

FIGURE 4-1
LANDSCAPE & AGRICULTURAL BUFFER EASEMENT
LOCATION MAP

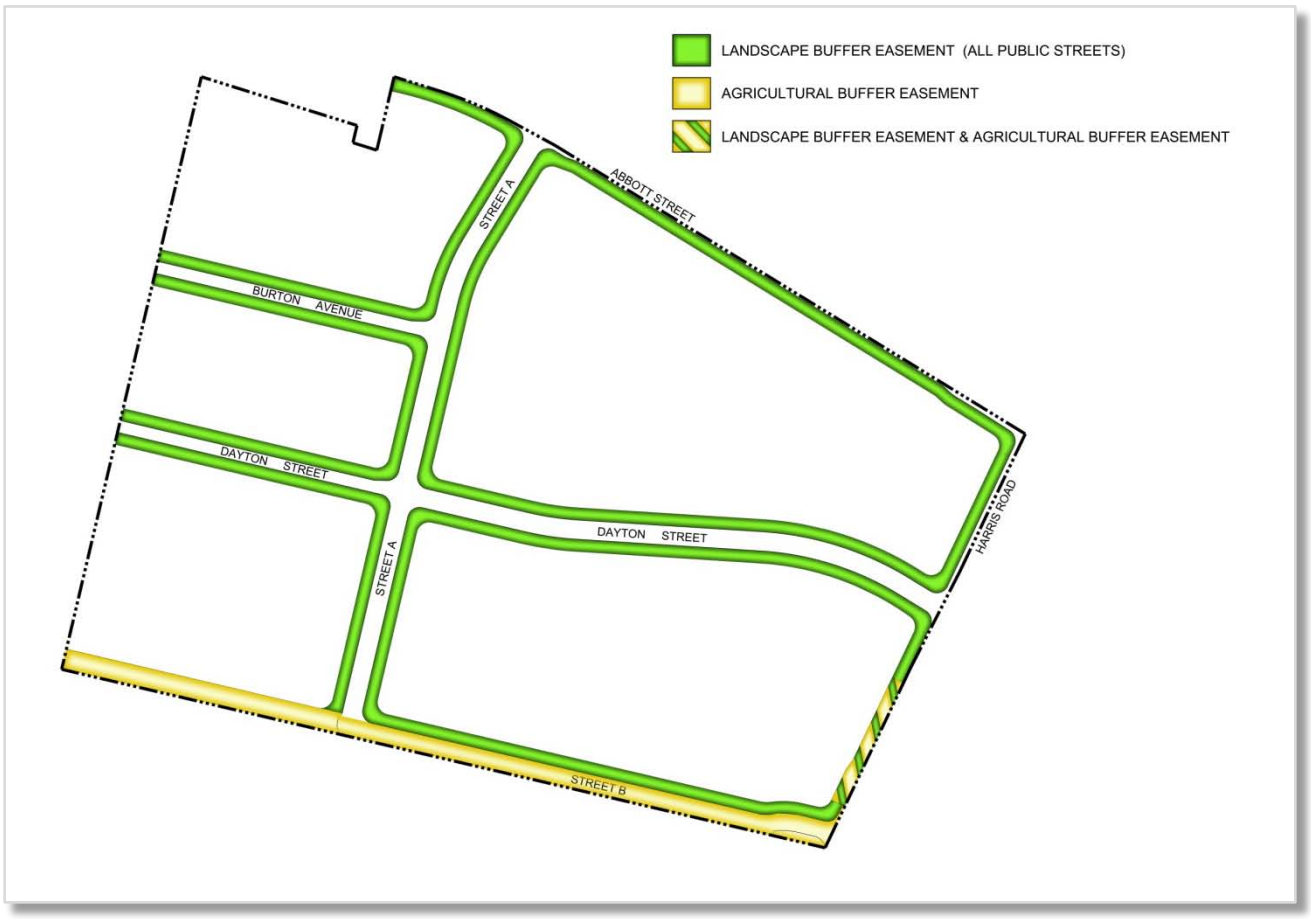


FIGURE 4-2
LANDSCAPE BUFFER EASEMENT ADJACENT TO BUILDING

FIGURE 4-3
LANDSCAPE BUFFER EASEMENT ADJACENT TO PRIVATE ENTRY/SIDEWALK

FIGURE 4-4
LANDSCAPE BUFFER EASEMENT ADJACENT TO PARKING FACILITY

FIGURE 4-5
CONCEPT TO SCREEN BLANK BUILDING FACADES
(TREES 60' ON-CENTER)

FIGURE 4-6
CONCEPT TO SCREEN DOCKS AND ROLL-UP DOORS
(TREES 30' ON-CENTER)

FIGURE 4-7
CONCEPT TO SCREEN DOCKS, ROLL-UP DOORS, AND PARKING AREAS WITH BUILDING-MOUNTED SIGNS

FIGURE 4-8
CONCEPT TO ADDRESS BUILDING-MOUNTED SIGNS

FIGURE 4-9
CONCEPT TO AT DRIVEWAY ENTRANCES

4.5.6 SCREENING

As stated in Section 4.5.5, the public street Landscape Buffer Easement will be the primary screening for individual site buildings, accessory structures, parking areas, site storage and other outdoor areas. On-site screening requirements other than the Landscape Buffer Easements are distinguished between "industrial uses" and "non-industrial uses". Industrial uses are all uses under the heading of "Agricultural Industrial" in Chapter 3, Table 3-1, and non-industrial uses are all other uses in Table 3-1.

Non-Industrial uses are required to screen outdoor equipment from view of the public streets, including roof, building or ground-mounted equipment. The Landscape Buffer Easements will generally suffice as the primary screening for ground equipment and parking.

Industrial uses are not required to screen in addition to the Landscape Buffer Easements for ground equipment or parking. Roof-mounted equipment screening allows the use of paint, and other methods that do not create enclosures that could trap individuals within close proximity to vents and piping.

4.5.7 LIGHTING

Street lights will be installed within all public street ROWs in the *Plan Area,* and will be placed according to City standards. Center identification signs (described in Chapter 4.5.8 below) may be illuminated. Buildings and signs on private property may be illuminated at the tenant's discretion, provided that the lighting complies with the development standards described in Chapter 5.

4.5.8 MASTER SIGN PROGRAM

Signage along the *Plan Area's* public streets is essential to the success of the *Center*. Drivers will require distinguishable "way-finding" signs and/or features to identify the *Center* when coming from outside and to expedite their trip when navigating through the *Plan Area.* Additional clear, legible signs delineating business names, addresses, and points of entry and egress for shipping, receiving, employees, and visitors will provide order and keep traffic flowing.

The goal of this Master Sign Program is to establish the principles for the creation of a "family" of simple, easy-to-read signs for the *Center* to aid in:

- establishing a strong identification for the *Center* at the primary entrances on Abbott Street and Harris Road;
- establishing a consistency of sign types, colors and locations throughout the *Center;*
- assisting first-time visitors and drivers in finding their destination within the *Center*;
- reducing the potential for conflicts caused by lost vehicles attempting "U" turns and other disrupting maneuvers;

- controlling the number and nature of signs within the *Center,* thereby avoiding clutter;
- raising awareness of bicyclists and pedestrians concerning potential conflicts and hazards within the *Center;*
- establishing a consistent program for building identification and site entry signage; and
- setting forth guidelines for individual, on-site signage such as directional, informational and warning signs.

"Master Sign Guidelines" (MSG) for the *Center*, conforming to these design principles and the Development Regulations (Chapter 5), will be established by the Master Developer at the time of, or prior to, the design and permitting for the backbone infrastructure. Upon completion, the MSG will be inserted in Appendix I of the *Specific Plan.* All signs within the *Center* shall conform to these design principles, the Development Regulations (Chapter 5) and the "Master Sign Guidelines".

The *Center's* Master Sign Program establishes the design principles for the development of a hierarchy of signs for the overall Center and that of individual businesses. The hierarchy of *Plan Area* signs is:

- FUNDAMENTAL CENTER SIGNS:
  - Center Identification Signs
  - Street Directional Signs
  - Site Entrance Signs

- ON-SITE USER SIGNS:
  - On-site Building/Business Identification Signs
  - On-site Directional Signs
  - On-site Informational Signs

- TEMPORARY SIGNS:
  - Temporary Signs and Banners

Site Entrance Signs shall not be included in the calculations for maximum on-site user sign area as set forth in Chapter 5, Table 5-2.

FUNDAMENTAL CENTER SIGNS:

Center Identification Signs can be high-profile "freestanding" and/or medium-profile "monument" type signs. These signs are intended to identify the *Center*, be visible from long distances and direct traffic into the *Center* from Abbott Street. See Figure 4-11.

Center Identification Signs should be located near key intersections. See Figure 4-10 for possible locations. Other locations may be deemed appropriate as development occurs within the *Plan Area*. *Center Identification Signs* will be located within the landscaped areas

near curb returns, and may be illuminated. The signs shall be placed to avoid driver line-of-sight issues at the intersections and may require easements if located on private property. Two-sided and/or multi-faced signs may be used in this category. See Chapter 5 for the number of allowable signs per location, sign height, and sign area regulations.

Street Directional Signs aid in direction-finding along the public streets within the *Center.* These signs will be medium-profile signs that shall be legible to automobile and truck drivers traveling at the posted speed. *Street Directional Signs* are intended to provide directions to businesses and may include directional arrows or graphic symbols. If the Master Developer desires, other signage such as street name signs can be incorporated into the street-level directional sign program but shall not be included in the Maximum Total Sign Area calculation. See Figure 4-12.

Street Directional Signs shall be located along the *Center's* interior public streets at key intersections. See Figure 4-10 for possible locations. Other locations may be deemed appropriate as development occurs within the *Plan Area*. Sign types may include freestanding or monument signs. See Chapter 5 for the number of allowable signs per location, sign height, and sign area regulations.

Site Entrance Signs identify individual businesses and/or identify driveways from the public streets for specific allowed uses (i.e., trucks, passenger vehicles, etc). These are low profile freestanding or monument signs. *Site Entrance Signs* will be located near entry drives and may also distinguish separate entries for trucks, employees, visitors, etc. See Figure 4-13.

ON-SITE USER SIGNS:

On-Site Building/Business Identification Signs are large, wall-mounted, awning, painted building, freestanding or monument signs intended to identify individual buildings and/or businesses from the public streets. Building-mounted signs may be illuminated and will be located on street-facing buildings, below the highest roof fascia or parapet. *On-Site Building/Business Identification Signs* will be clearly visible from public streets, and may be illuminated. See Figure 4-14.

On-Site Directional Signs are driver and pedestrian-scale signs intended to direct business users upon entering the site. These may be medium and low-profile or may be painted on the pavement. *On-Site Directional Signs* direct users to various on-site facilities including truck parking areas, loading docks, employee parking, public parking, etc. These signs aid in the separation of truck traffic from employee/visitor traffic. Sign types may include building signs, and freestanding signs. See Figure 4-15.

On-Site Informational Signs can be either low profile pedestrian-scale signs or driver-scale signs that may include instructional information, warnings and/or detailed information usually not intended to be read from moving vehicles. They typically identify business hours, parking instructions, delivery instructions, warnings, prohibitions and restrictions,

etc. *On-Site Informational signs* may be monument, freestanding or building mounted. See Figure 4-16.

TEMPORARY SIGNS:

Temporary Signs and Banners are typically mid- to large-size signs intended for short term "temporary" use for marketing, sales, event notification, advertising, etc. See Figure 4-17.

RESPONSIBILITIES:

Installation

The Master Developer will be responsible for:

- installation of the *Center Identification Sig*ns and
- installation of the S*treet Directional Signs*

The Individual Developers will be responsible for:

- placing their respective business names on the *Center Identification Signs* (if applicable) and the *Street Directional Signs;*
- installation of their respective *Site Entrance Signs*;
- installation of their respective *Building Identification Signs*;
- installation of their respective *On-Site Directional Signs;* and
- installation of their respective *On-Site Informational Signs*.

Temporary signs are the responsibility of the user/business installing such signs.

Maintenance

SIGN TYPE	MAINTENANCE RESPONSIBILITY
Center Identification Signs	Landscape Lighting Maintenance District (LLMD)
Street Directional Signs	LLMD
Site Entrance Signs	LLMD or Site owner/user, depending on location
Building Identification Signs	Site owner/user
On-Site Directional Signs	Site owner/user
On-Site Informational Signs	Site owner/user
Temporary Signs	Sign owner

FIGURE 4-10
CENTER IDENTIFICATION AND STREET DIRECTIONAL SIGN LOCATION MAP

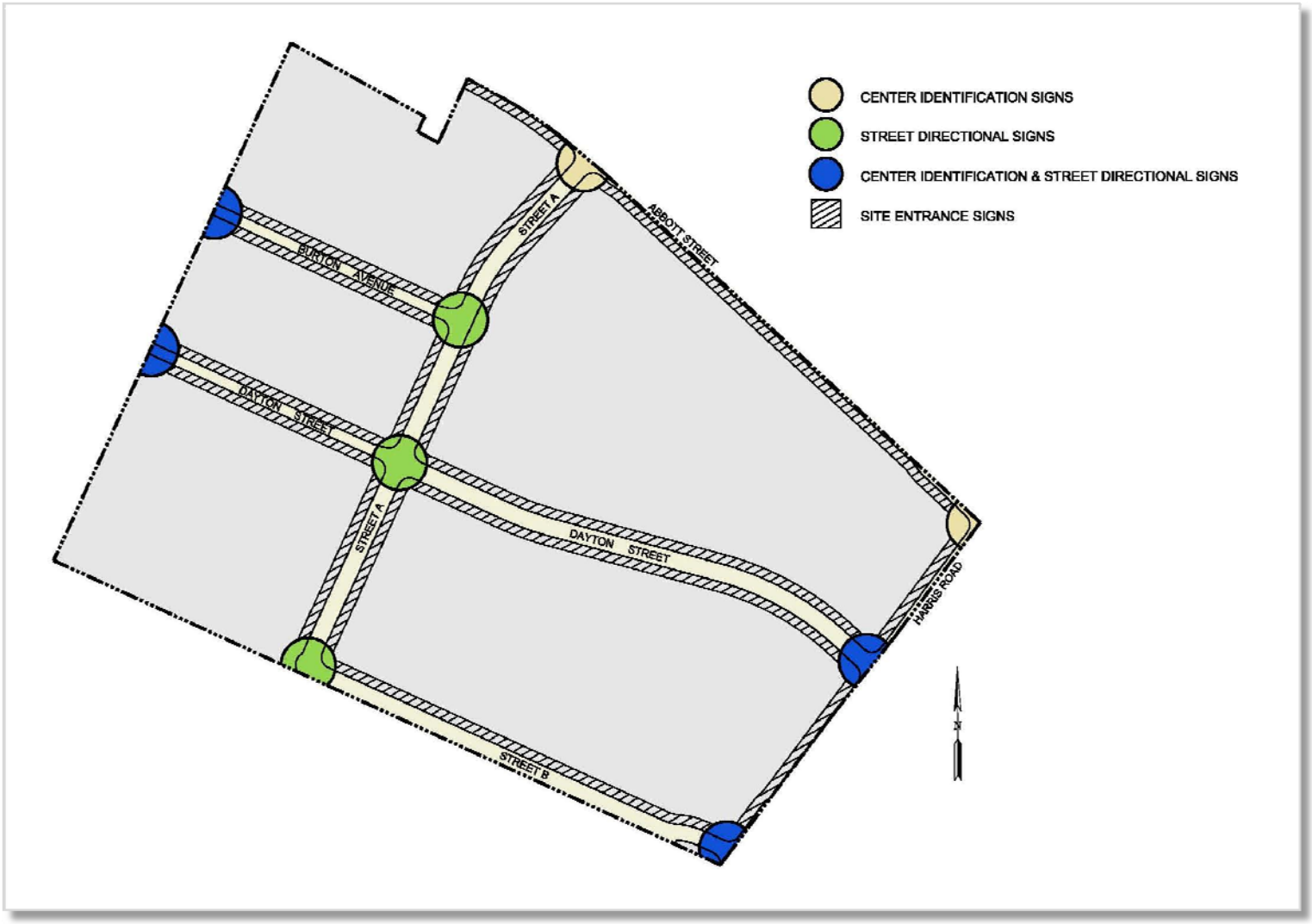
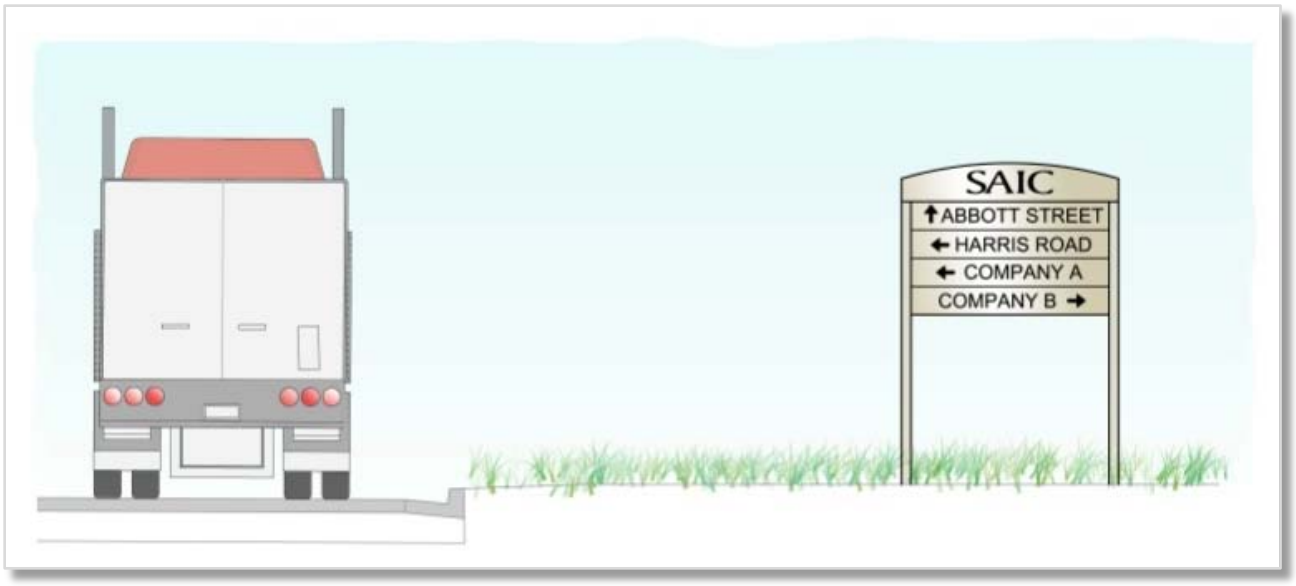


FIGURE 4-11
CENTER IDENTIFICATION SIGN
EXAMPLES

FIGURE 4-12
STREET DIRECTIONAL SIGN
EXAMPLES



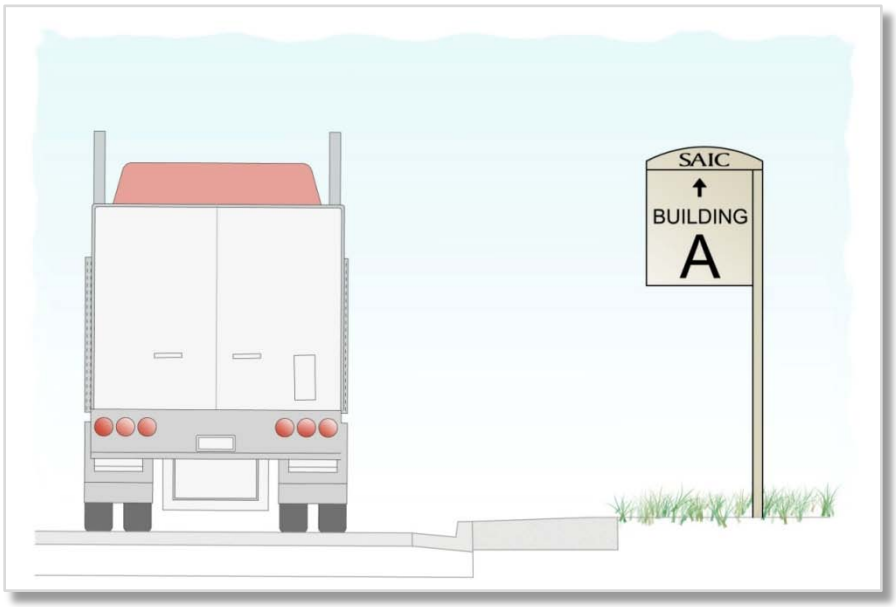
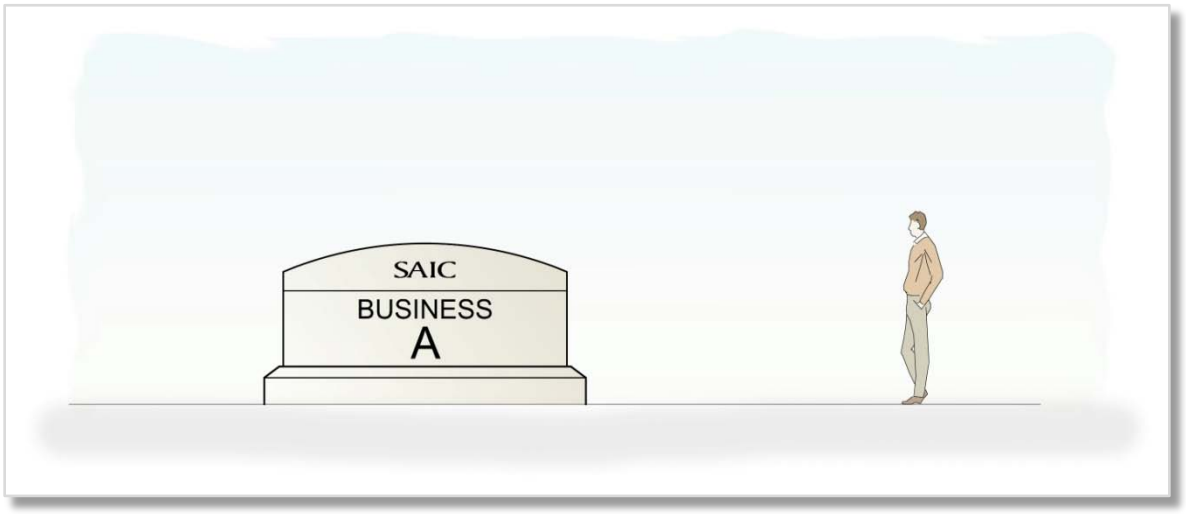


FIGURE 4-13
SITE ENTRANCE SIGN
EXAMPLES



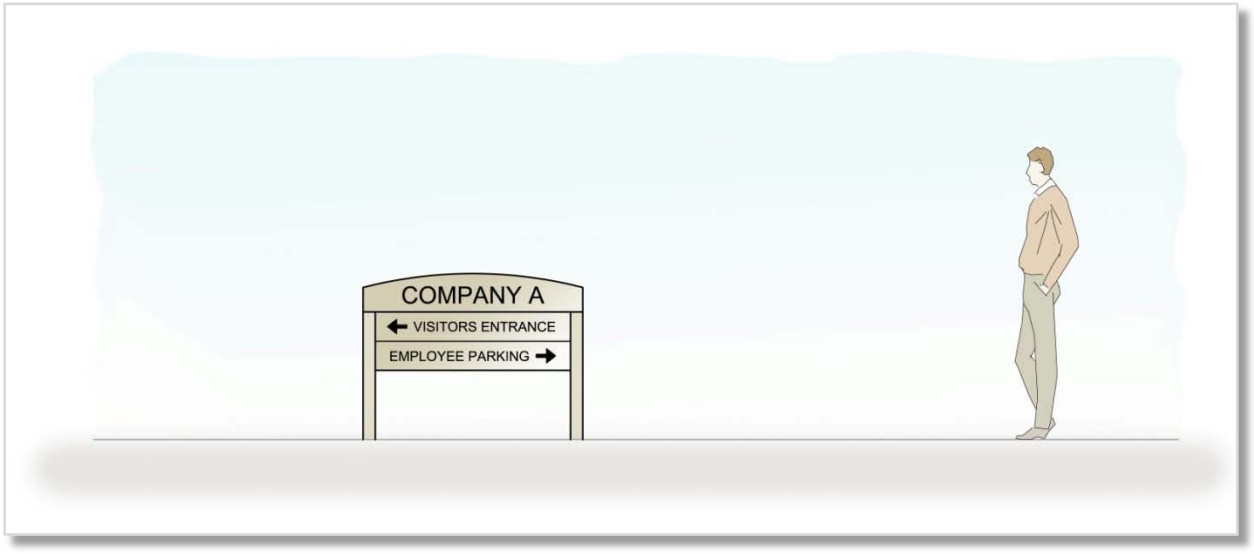


FIGURE 4-14
BUILDING IDENTIFICATION SIGN
EXAMPLES

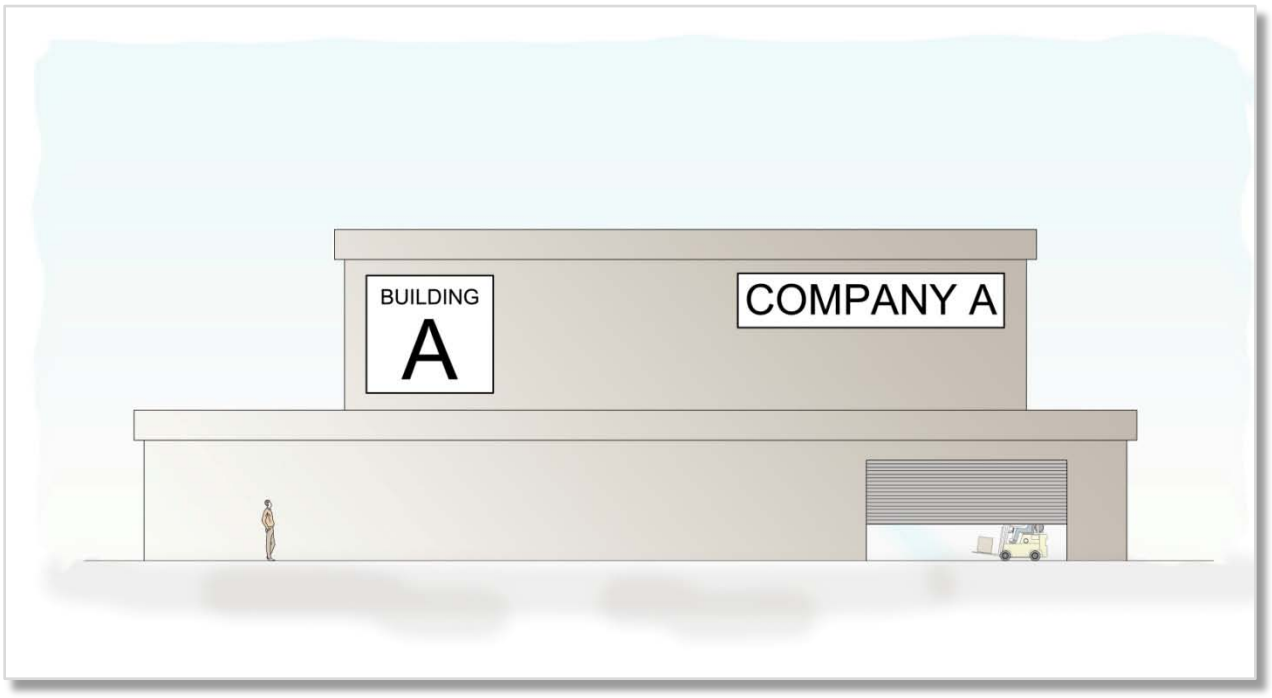
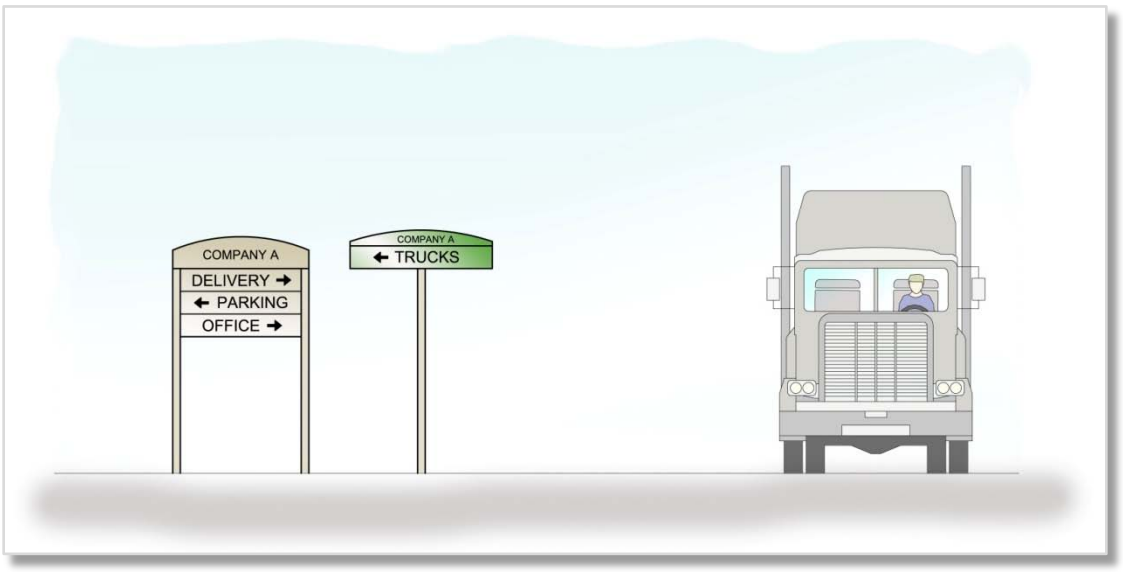


FIGURE 4-15
ON-SITE DIRECTIONAL SIGN
EXAMPLES



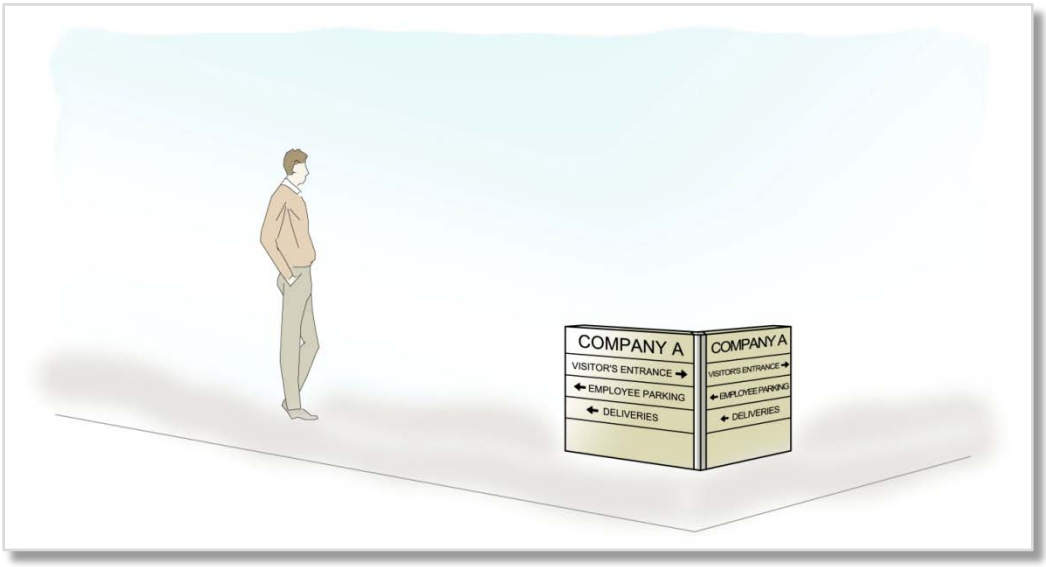
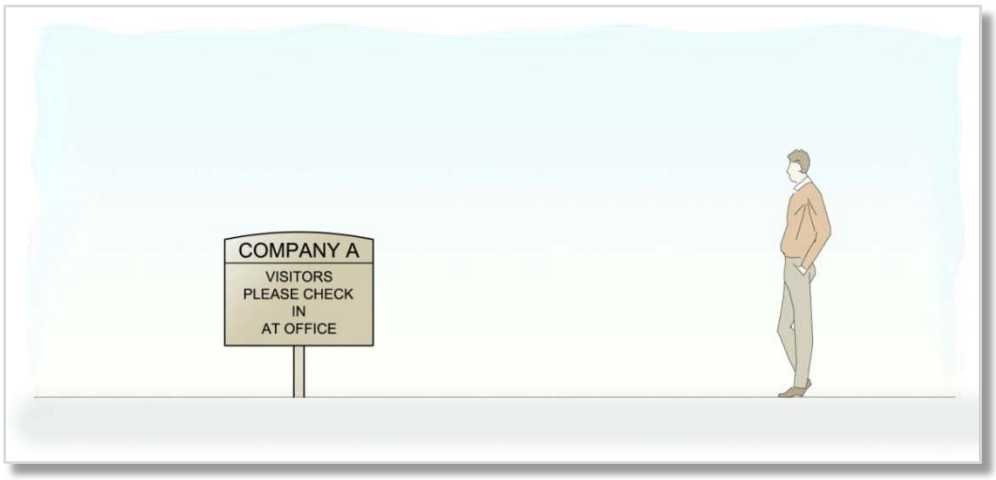
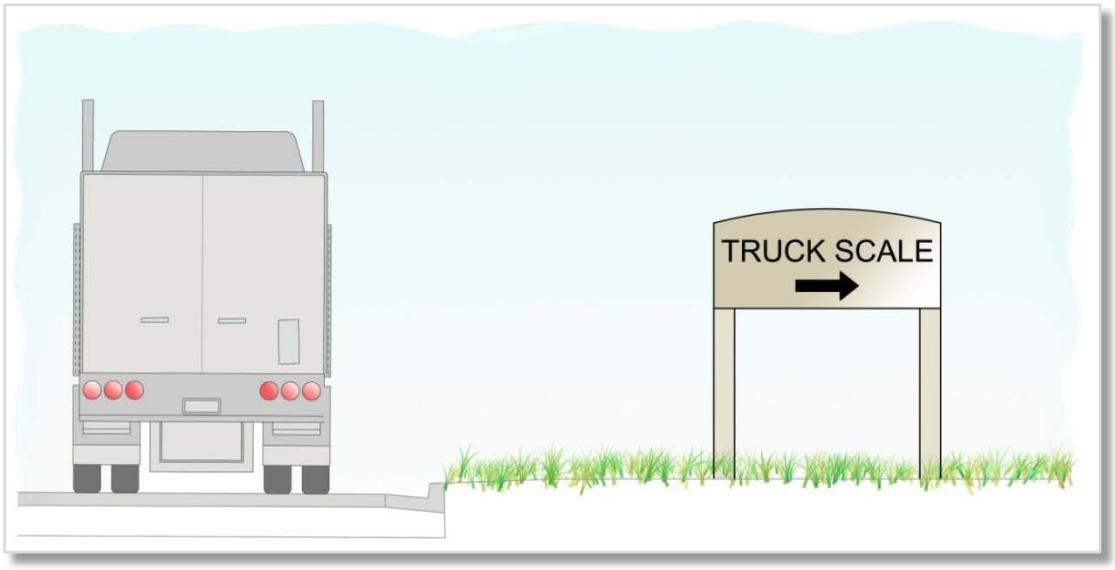


FIGURE 4-16
ON-SITE INFORMATIONAL SIGN
EXAMPLES





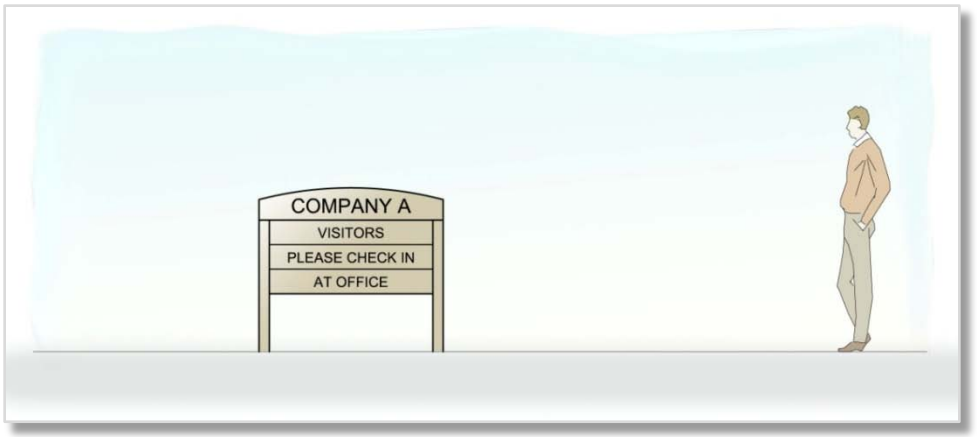
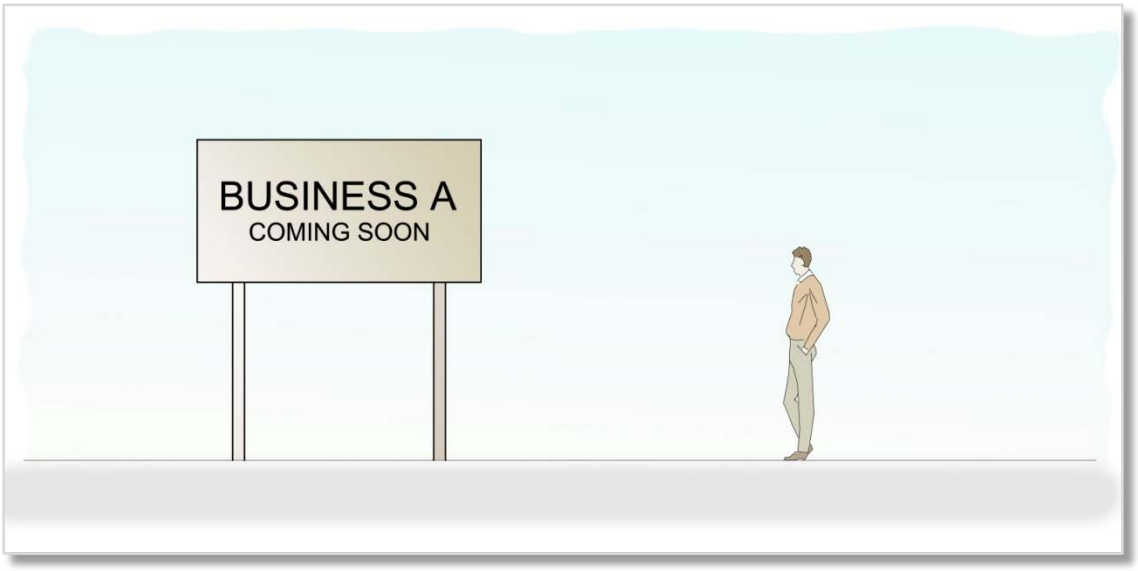


FIGURE 4-17
TEMPORARY SIGN
EXAMPLES



5. DEVELOPMENT REGULATIONS

5.1. INTRODUCTION

The fundamental purpose of the *Salinas Ag-Industrial Center Specific Plan* is to establish an agricultural-focused *Center* with an efficient and streamlined land use approval process. To this end, the *Specific Plan* establishes unique land uses to accommodate these agricultural-focused uses. Therefore, the regulations necessary to implement the agricultural-industrial uses must also be "unique."

This chapter establishes the Development Regulations necessary to implement the land uses proposed in the *Specific Plan* and the Green Building Plan as set forth in Chapter 7, Section 7.5. The *Specific Plan* Development Regulations modify Articles III and V of the Zoning Code and are unique to the *Plan Area*.

5.2. PURPOSE (Appendix E, Lines1-9)

The *Specific Plan* Development Regulations modify the Zoning Code Articles III and V and apply only within the *Plan Area.* They establish a regulatory framework for the *Plan Area* tailored to the nature of agricultural-industrial businesses, including accommodating the functional needs of such facilities and enabling the businesses to quickly proceed from concept to operation. The *Specific Plan* Regulations also serve to:

a) Establish appropriately-located agricultural-industrial land uses within the *Plan Area;*

b) Strengthen the City's agricultural-industrial economic base by providing business and employment opportunities;

c) Minimize the impact of agricultural-industrial uses on adjacent agricultural uses with boundary buffers;

d) Promote safe agricultural-industrial areas through the incorporation of natural surveillance and the allowance of secured areas on the sites.

e) Supply clear, industry-specific requirements for development within the *Plan Area* that promote the predictability upon which potential users can base their facility location decisions, thereby attracting industries to Salinas and strengthening the City's economic and employment base.

The *Specific Plan*'s Land Use standards are tailored to facilitate agricultural-related industrial uses and other ancillary uses as described in Chapter 3 - "Land Use". This chapter of the *Specific Plan* establishes Development Regulations for exclusive application to the *Plan Area*, thereby supporting the industries and streamlining their design and approval process. These *Specific Plan* Development Regulations create a framework for new development including design principles for site planning, architecture, parking and circulation, landscaping, screening, lighting, signage, and other related development components. The *Specific Plan* Development

Regulations will be used in place of the much broader Zoning Code regulations for "General Industrial (IG)" uses contained in Articles III and V of the Zoning Code.

5.3. CONFLICTS

These *Specific Plan* Development Regulations modify Zoning Code Articles III and V as applied to the *Plan Area*. The Zoning Code, as adopted in November 2006, applies to the *Specific Plan Area* except where modified by the *Specific Plan*. Future amendments by the City to Articles III and V of the Zoning Code, and/or adoption of a City-wide Global Climate Change Action Plan, shall not be automatically applicable to this *Specific Plan* unless:

1. such amendments are necessary to a) protect the occupants of the *Plan Area* from a condition dangerous to their health or safety, or b) comply with state or federal law; or

2. such amendments (other than those discussed in item 1., above) are processed as Type 1 Major Amendments to this *Specific Plan*, per the requirements set forth in Chapter 9, Section 9.3.3.

Appendix E "Salinas Ag-Industrial Center Development Regulation Handbook" is provided to aid both designers and regulators in applying these Development Regulations within the context of Articles III and V of the Zoning Code. See Chapter 9, Section 9.3.6 (c).

Where a conflict occurs between the provisions of this *Specific Plan* and the base district regulations, special provisions or other provisions of the Municipal Code, the *Specific Plan* goals, policies and regulations shall prevail (Section 37-40.120 of the Municipal Code).

5.4. LAND USE CLASSIFICATIONS (Appendix E, Lines 10-36)

Table 3-1 "Land Use Classifications" in Chapter 3 establishes the use standards for the *Plan Area*. Table 3-1 and its accompanying footnotes replace Zoning Code Section 37-30.310, including Table 37-30.130 and its accompanying footnotes.

5.5. DEVELOPMENT REGULATIONS (Appendix E, Lines 37-41)

Facilities within the *Plan Area* will include multiple buildings of varying sizes that perform a variety of functions. The design principles provided herein provide for the flexibility to accommodate the agricultural-related industrial operations described in Chapter 3, Land Use.

Table 5-1 "Development Regulations" and the accompanying footnotes, below, replace Zoning Code Section 37-30.320 "Development Regulations", including Table 37-30.140 "Industrial (I) Districts Development Regulations" within the *Plan Area*.

Table 5-1: Development Regulations

Building, Structure, and Accessory Structure Site Requirements		
Development Standard	**Plan Area**	**Additional Regulations**
Lot Size--Minimum	1.0 acre	(A)
Lot Width--Minimum	150 ft.	(A)
Lot Depth--Minimum	150 ft.	(A)
Lot Frontage--Minimum	100 ft.	(A)
Corner Yard Setback/Landscape Buffer Easement	22 ft.	(A)(B)(D)(E)(F)(G)
Side Yard Setback:		
Interior	0 ft.	(A)
Front Yard Setback/ Landscape Buffer Easement	22 ft.	(A)(B)(D)(E)(F)(G)
Rear Yard Setback:	0 ft.	(A)(G)
Minimum distance between buildings and/or structures	0 ft.	
Height--Maximum	No Height Limit	(C)

Notes:

(A) Public facilities, such as water wells, power substations, and similar facilities may be needed within the *Plan Area*. Minimum lot sizes, width, depth, and front and corner yard setbacks may be less than prescribed in Table 5-1.

(B) Lots with double public street frontage shall provide 22-foot setback on both frontages.

(C) Maximum heights are restricted by the City of Salinas Airport Overlay District Zone (Chapter 37, Article IV, Division 7) regulations, the City of Salinas Zoning Code (Chapter 4), and applicable federal, state, and local regulations.

(D) Vegetated biofiltration treatment areas can be included within front and corner yard setbacks.

(E) Heating, ventilation, air conditioning, cooling, electrical, structural equipment, water heating equipment, and architectural projections may project into front and corner yard setbacks up to 1-foot. See section 5.7(c) "Building Projections into Yards"

(F) Public Utility Easements (PUE) may be located within a front and corner yard setback and/or Landscape Buffer Easement.

(G) Required yard setbacks along public streets include the Landscape Buffer Easements.

5.6. DESIGN STANDARDS (Appendix E, Lines 42-124)

This section modifies Zoning Code Section 37-30.330 "Design Standards." Appendix E (pages E-1 through E-28) "Salinas Ag-Industrial Center Development Regulations Handbook" is provided to aid designers, project applicants, and regulators in applying these Development Regulations within the context of Zoning Code, Article III and Article V. The handbook correlates this chapter, and specifically this section and Section 5.7, with the corresponding Zoning Code paragraphs that they are modifying. Note that the format and notations of the sections within 5.6 and 5.7 follow the code format. Therefore, when the Chapter 5 subsections do not sequence it is because certain code sections do not apply. Designers, Developer and Administrators of the *Specific Plan* should use Appendix E in tandem with this chapter to become familiar with the exact portions of the code being modified.

For the purposes of this document, "industrial uses" shall mean all uses under the heading of "Agricultural Industrial Uses" in *Specific Plan,* Chapter 3, Table 3-1 and "non-industrial uses" shall mean all other uses in Table 3-1.

a) Purpose. (Appendix E line item 42) These design standards are intended to assist the Master Developer and/or Individual Developers in understanding the *Specific Plan* requirements for development within the *Plan Area.* These standards support the provisions of the *Specific Plan,* including the land use categories and standards presented in Chapter 3, the design principles presented in Chapter 4 and all *Specific Plan* Development Regulations contained in this chapter. The design standards explain the application of the primary design elements for the *Plan Area* and provide the flexibility necessary to support the needs of the agricultural-industries wishing to locate within the *Plan Area*.

b) Applicability. (Appendix E line item 43) These design standards shall apply exclusively to the *Salinas Ag-Industrial Center Specific Plan*.

c) Site Planning. (Appendix E, Lines 44-53)

1) The main elements of the *Specific Plan* design include the following:

   A) a backbone circulation network that facilitates the movement of large vehicles through the site and facilitates access to individual businesses, thereby promoting the viability of the industries within the *Specific Plan*;

   B) site planning, lighting, and architectural design that encourage natural surveillance;

   C) service, parking, loading, circulation, and storage areas located at the front, sides and/or rear of buildings harmonious with the overall functionality and appearance of the structures and the site;

   D) convenient access, visitor parking, and on-site circulation;

   E) appropriate screening of outdoor storage, work areas, and equipment; and

   F) unifying design of enhanced landscaping by the requirement of Landscape Buffer Easements along all public streets in the *Specific Plan* area.

2) The primary design element of the *Specific Plan* is the required Landscape Buffer Easements along all public streets. Vegetation within the Landscape Buffer Easements will create a pleasant view from the public streets by varying the design pallet with elements such as plant colors, textures, heights and placement, along with optional features such as monuments, decorative walls, etc. Additionally, a variety of other architectural treatments such as building textures, colors and simple surface design features will aid in the break-up of long monotonous building facades and create diversity in site areas visible from major public streets and other public streets if such are added with subsequent subdivisions.

3) Required on-site landscaping is intended to be kept at a minimum; however, each site will include a minimum 5-foot landscape strip between employee/visitor parking areas

and a structure, and adjacent to office portions of the structure not directly abutting employee/visitor parking areas.

4) Adjacent to the existing farmland southwesterly of the *Specific Plan*, a minimum 70-foot Agricultural Buffer Easement, measured from the *Specific Plan* boundary, will be provided. Along Harris Road across from the agricultural lands southeasterly of Harris Road, a 20-foot buffer, measured from the *Specific Plan* boundary, will be provided. Portions of "B" Street, Harris Road widening, utilities, appurtenances, and limited landscaping may be located within these buffers.

d) Natural Surveillance. (Appendix E line item 54) When feasible, design and placement of buildings and other physical features to maximize visibility and facilitate natural surveillance from public rights-of-way and other employee/visitor areas are encouraged. This includes building orientation, placement of windows, doors, and balconies, building and site entrances and exits, placement of parking, lighting, and refuse containers, placement and type of landscape materials, location of walkways, types of walls and fences (including the use of picket, wrought-iron, and similar materials to promote visibility when appropriate), and other physical obstructions in a manner which discourages the potential for criminal activity.

e) Architecture. (Appendix E, Lines 55-77) As a category of structure types, agricultural-industrial structures are utilitarian and often present unattractive and monotonous facades. The function of agricultural-industrial buildings must be served and their form addressed utilizing effective but practical methods. There are a variety of simple design techniques and landscaping design practices that can be applied to help enhance views of the buildings from public streets, such as:

1) Employ a variety of building siding textures and colors to create visual character and interest.

2) The Landscape Buffer Easement adjacent to the public street will serve as the primary screening for site buildings and accessory structures. Additionally:

A) Non-industrial uses: Avoid long, unarticulated facades. Facades with varied front setbacks are strongly encouraged. Wall planes should not run in a continuous direction for more than fifty feet without an offset.

B) Industrial uses: Unarticulated building facades visible from a public street and longer than 100 feet shall be broken up utilizing one, or a combination of: architectural materials and textures; trim features; down spout placement; murals; and color themes to create variety and interest and to form pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Varied setbacks, while not required, can help to provide depth and contrast on elevation planes, and are encouraged when they can be utilized effectively without becoming a detriment to the business operations.

3) Wall Elevations

A) Non-industrial users: Avoid blank front and corner side wall elevations on public street frontages.

B) Industrial users: Large agricultural-industrial structures within the *Specific Plan* shall avoid blank front and corner side wall elevations through the use of combinations of wall color and texture, varied landscaping element sizes and colors, textures and heights and other creative, cost efficient methods for minimizing blank, uninteresting views from the public streets.

4) Windows for Surveillance

A) Non-industrial uses: Windows shall be used in the employee/visitor areas, when feasible, to reduce indoor lighting requirements.

B) Industrial uses: The manufacturing, processing, cooling and similar uses that will make up a majority of the *Specific Plan* agricultural-industries do not readily accommodate windows, and the placement of doors is driven by the process layout within the building. The portions of structures devoted to office and professional uses should utilize windows and doors to establish character and provide natural surveillance, as a means of accessing natural light and reducing the need for indoor artificial lighting.

Where they are utilized, windows and doors should relate to the scale of the portion of the elevation on which they appear. In these areas, the windows and doors can establish character by their rhythm and variety. Recessed openings, while not required, can help to provide depth and contrast on elevation planes, and are encouraged when they can be utilized effectively without becoming a detriment to the business operations.

5) Primary employee/visitor entryways to industrial structures shall portray a quality appearance while being architecturally tied into the overall mass and building composition.

6) Building Elevations

A) Non-industrial uses: All elevations of a structure that are visible from public streets and U.S. Highway 101 shall be architecturally treated.

B) Industrial uses: The portion(s) of large structures that are visible from public streets and U.S. Highway 101 shall be treated utilizing the concepts set forth in Item (e)(2)(B), above.

7) Windows as Design Elements

A) Non-industrial uses: Windows and doors are key elements of any structure's form and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed openings help to provide depth and contrast on elevation planes.

B) Industrial uses: See Item (e)(2)(B), and (e)(4)(B), above.

8) Sensitive alteration of colors and materials are allowable methods of producing diversity and enhance architectural forms.

9) Wall Planes

A) Non-industrial uses: The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall.

B) Industrial uses: See Item (e)(2)(B), above.

10) Design elements which are undesirable and should be avoided include:

A) Highly reflective surfaces at the ground story;
B) Large expanses of monolithic wall surfaces not broken by elements such as landscaping features or architectural treatments such as building color, surface texture, material changes, and others as mentioned in Item (e)(2)(B), above;
C) Exposed, untreated precision block walls visible from Abbott Street or the project backbone streets;
D) Barbed wire or razor wire fencing visible from the public rights-of-way;
E) False fronts;
F) "Stuck on" mansard roofs on small portions of the roofline;
G) Large expanses of monolithic building facades not broken by elements such as building color, surface texture, material changes, landscaping features and other architectural treatments as mentioned in Item (e)(2)(B), above;
H) Material with high maintenance such as stained wood or shingles, or that can be easily damaged such as vinyl siding or large expanses of Styrofoam elements.

11) Wall materials that will withstand abuse by vandals or accidental damage from machinery and vehicles are encouraged.

12) Portions of metal buildings visible from public streets shall be treated utilizing the concepts set forth in Item (e)(2)(B), above.

13) Berming in conjunction with landscaping can be used within the Landscape Buffer Easements and/or at the building edge to reduce structure mass and height along facades.

14) Exterior loading doors, loading ramps, loading docks, etc. are allowed within the *Specific Plan* area. Such loading areas can be made harmonious with the overall appearance of structures by utilizing color themes, common architectural features, and the repetition and pattern inherent in such building elements. While they are not required, interior loading facilities are allowed.

f) Roof Treatments. (Appendix E, Lines 78-85)

1) The roofline at the top of non-industrial buildings running in a continuous plane for more than one-hundred feet shall be broken up by varying one, or more, of the following: heights; architectural elements; colors; textures; or materials. Industrial uses are excluded from this requirement.

2) Nearly vertical roofs (A-frames) and piecemeal mansard roofs (used on a portion of the building perimeter only) should not be used. Mansard roofs should wrap around the entire perimeter of the structure.

3) Roof Top Equipment and Coatings:

A) Non-industrial uses: All roof-top equipment must be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment should be located below the highest vertical element of the building.

B) Industrial uses: Roof-top equipment on buildings within the Abbott Street Frontage Zone shall be screened from view along the Abbott Street frontage utilizing materials of the same nature as the building's basic materials, or painted the same color as the building.

Light colored, solar reflecting roofing materials and/or coatings having a published reflectance of 0.3 or higher shall be used for the individual, flat-roofed industrial buildings with roof areas of 5,000 square feet or more.

4) The following roof materials shall not be used:

A) Corrugated metal (excluding standing rib metal roofs) unless the City Planner determines the material is appropriate for the architectural style or theme of the building;

B) Highly reflective surfaces that create glare; and

C) Illuminated roofing.

5) The roof design should be considered as a component of the overall architectural design theme for non-industrial uses.

g) Parking and Circulation. (Appendix E, Lines 86-94)

1) Parking lots and cars should not be the dominant visual elements of the site. The Landscape buffer easements required along the public streets are the primary screening element for parking lots visible from the public streets. They help reduce the visual dominance of large parking lots and cars from the public street utilizing one, or more of the following within the Landscape Buffer Easement: plant placement; plant variety in color, texture, and height; rolling landscaped earth berms; low screen walls; or changes in grade elevation. Angled parking with one-way aisles is allowed.

2) Site access and internal circulation should be designed in a straightforward manner that emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic; combine circulation and access areas, where feasible; to provide adequate maneuvering and stacking areas; and with consideration for emergency vehicle access. Circulation routes and parking areas should be separated.

3) Entrances and exits to and from parking and loading facilities shall be clearly marked with appropriate Site Entrance and/or On-Site Directional Signs where multiple access points are provided. The use of sidewalks, pavement, gates, lighting, and landscaping to and from entrances and exits shall also be used to clearly guide employees and visitors.

4) Vehicles shall not be required to enter the street in order to move from one area to another on the same site.

5) Parking lots adjacent to and visible from the public streets shall be adequately screened from view by implementation of the Landscape Buffer Easements per Section 5.6 item (g)(1).

6) Parking areas serving visitors should be visible from the interior of the employee/visitor/office portions of the structures and their corresponding entrances.

7) The *Center* shall be a self-contained development capable of accommodating its own parking needs. Individual users will establish and monitor operational procedures for on-site parking. The use of the public street for parking and staging of trucks is not allowed.

8) Sites with 10 or more required employee/visitor parking spaces shall designate, in primary employee/visitor parking location, a minimum of 10% of the total required parking spaces as reserved for carpools, and alternative fuel vehicles and shall provide an alternative fueling system (such as an electric vehicle charging area) for at least one employee/visitor vehicle.

9) All industrial uses that rely on large trucks for pickup and deliveries shall include separated truck parking facilities on-site to support the use.

   Major Agricultural Processing uses shall provide entrances for line/field trucks separate from passenger vehicles in order to reduce truck/auto conflicts.

h) Loading Facilities. (Appendix E, Lines 95-97)

1) Recognizing the crucial and functional nature of loading areas, including loading doors, loading ramps and loading docks, the *Specific Plan* does not restrict the location of such building features for industrial uses. Loading areas may be located in the lot front, sides, side corner or rear of buildings. Care shall be taken in placement of loading facilities to avoid conflict with driveways, on-site drive aisles and employee/visitor parking areas. Landscape Buffer Easements adjacent to public streets (See section 5.6 (g)(1)) will serve as the primary screening for the functional building features.

   Loading facilities at the front and side corners including docks, ramps and doors, may be additionally screened from the employee/visitor areas in a manner that is harmonious with the overall appearance of the structures and the site. Such optional screening may include on-site landscaping, decorative walls, or fences.

3) In order to avoid backing from a public street onto a site for delivery or loading purposes, adequate turn-around and backing areas shall be provided on-site without disruption of circulation or parking facilities. Backing from public streets onto the site for delivery or loading from loading docks, shall not be permitted.

i) Landscaping. (Appendix E, Lines 98-104)

1) Definition of areas

   A) Non-industrial uses: For non-industrial uses shown in Table 3-1, landscaping should be used to define areas by helping to focus on entrances to buildings, parking lots, loading areas, defining the edges of various land use, providing transition between neighboring properties (buffering), and providing screening for between the street and outdoor storage, loading, and equipment areas.
   B) Industrial uses: The role of On-site Landscaping for industrial sites within the *Plan Area* is to define employee/visitor driveway entrances, visitor entrances to buildings, and visitor and employee parking lots. On-site screening of truck parking, truck staging areas, circulation routes, outdoor equipment & material storage areas, and loading areas is not required.
   C) Agricultural Buffer Easement: This landscaping will be located along the *Plan Area's* southwestern and southeastern boundary. Vegetation within the Agricultural Buffer Easement will be limited to low-lying shrubs and grasses that will not cast shadows or disburse seeds into adjacent farmland.
   D) Landscape Buffer Easement: The Landscape Buffer Easement should be used as a unifying element throughout the *Plan Area* by establishing a consistent width, location, and planting palette along all backbone streets.

2) Landscaping shall be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.

3) Use of vines on walls is appropriate in industrial areas because such walls often tend to be large and blank.

4) Primary landscaping will be provided in the Landscape Buffer Easement areas along public streets.

   Landscaping around the entire base of buildings, especially where offices and similar visitor-oriented areas are located, is encouraged to soften the edge between the parking lot and the structure.

5) Trees shall be located throughout the employee and visitor parking areas, and shall be provided both within and at the ends of parking aisles. Truck parking, truck staging areas, circulation routes, outdoor equipment and material storage areas, and loading areas are not subject to this requirement.

   The 5-foot area behind the public sidewalk and the area within the Landscape Buffer Easement shall be planted with groundcover, shrubs, and trees.

6) Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of concrete curbs.

7) As the ground cover, shrubs and trees mature, landscaping shall be maintained to minimize the conflicts between natural surveillance and the landscaping.

j) Walls and Fences. (Appendix E, Lines 105-108)

1) Walls and fences can contribute to the safety and security of certain uses within the *Plan Area* while providing a clear indication of ownership of space, and a balanced movement from public to semipublic to private space.

   Walls and fences may be used at the option of Individual Developers to screen automobiles, loading areas, storage and equipment areas, and utility structures, to provide barriers to conflicting uses, and to provide security.

   When used, walls and fences should be as low as possible while still performing their screening and security functions.

2) The sides of walls visible from Abbott Street or the project public streets, should be made architecturally harmonious with the overall appearance of site and structures by utilizing color themes, surface textures, and/or landscaping.

3) The *Specific Plan* accommodates land uses that require a safe and secure environment while at the same time needing low maintenance options. Therefore, security fencing may be barbed wire fencing within the *Specific Plan* area when not visible from Abbott Street or U.S. Highway 101.

4) Planting within the Landscape Buffer Easement adjacent to the public street will serve as the primary screening for any site perimeter fences or walls. Additionally, expanses of site perimeter fence or wall surfaces visible from a public street and generally longer than 100 feet shall be broken up by utilizing one, or a combination of: architectural materials and textures; decorative fence features; landscaping; or color themes to create variety and

interest and to form pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Varied setbacks, while not required, can also help to provide depth and contrast on elevation planes.

k) Screening. (Appendix E, Lines 109-113)

1) The Landscape Buffer Easement adjacent to the public street will serve as the primary screening mechanism for site buildings, accessory structures, storage and other outdoor areas. Other screening of outdoor storage is not required for industrial uses allowed in the *Plan Area*. Where screening is provided, a combination of elements may be used including walls, fences, berms, and landscaping.

2) Where screening is provided a combination of elements may be used including walls, fences, berms, and landscaping.

3) Black powder or vinyl-coated chain link fencing with black slatting is an acceptable screening material within the *Plan Area.*

4) Outdoor Equipment

A) Non-industrial uses: Any outdoor equipment, whether on the roof or side of a structure, or on the ground, shall be screened from public view. The method of screening shall be architecturally integrated in terms of materials, color, shape, and size. The screening design shall blend with the building design. Where individual equipment is provided, a continuous screen is desirable.

B) Industrial uses: The Landscape Buffer Easements provide the screening of outdoor ground-mounted or mechanical equipment from view of public streets. Screening, other than paint, of roof mounted equipment is not required with the single exception of roof-mounted equipment on buildings within the Abbott Street Frontage Zone that is visible from the *Plan Area's* Abbott Street frontage.

Where screening is required or provided, a combination of elements may be used including, but not limited to, architectural treatment, paint color(s) matching the building, solid masonry walls, berms, landscaping, and, for ground-level equipment, black powder or vinyl-coated chain link fencing with slats.

5) The need to screen rooftop equipment shall be taken into consideration during the initial design phase of the structure.

l) Lighting. (Appendix E, Lines 114-120)

1) Lighting should be used to provide illumination for the security and safety of on-site areas such as parking lots, loading areas, material & equipment storage areas, walkways, entrances, exits, and related areas.

2) The design of light fixtures and their structural support shall be generally compatible with main buildings on-site.

3) As a security device, lighting should be adequate but not overly bright. All accesses to buildings should be well lighted.

4) Exterior security lighting fixtures should be illuminated from dusk until dawn, unless otherwise approved for the site.

5) Any exterior lighting device designed for security lighting should be protected by weather and vandal-resistant covering.

6) All lighting should be shielded to confine light spread within the site boundaries and "sky-glow" impacts.

7) Lighting shall be maintained at all times to the standards approved for the site.

m) Signs. (Appendix E, Lines 121-124)

1) Master Sign Program

A) The Master Developer for the *Center* shall prepare a "Master Sign Guidelines" prior to the initial construction stage, establishing sign style(s), materials, colors, lettering, etc. for the Center and conforming with the Design Principals in *Specific Plan* Chapter 4, Section 4.5.8 "Master Sign Program".

B) Signs within the *Center* shall be designed and placed in accordance with the "Master Sign Guidelines" and *Specific Plan* Chapter 4, Section 4.5.8 "Master Sign Program".

C) Adequate signage should be considered with the design of the structure. Provisions for sign placement, sign scale in relationship with the building, and the readability of the sign shall be considered in developing the overall signing concept.

2) Chapter 4, Section 4.5.8 "Master Sign Program" of the *Specific Plan* sets forth the Master Sign Program for the *Plan Area,* and presents possible sign styles.

3) The use of backlit individually cut letter signs are allowed.

4) Individual sites within the *Plan Area* shall be appropriately signed to give directions to truck entrances, loading and receiving areas, visitor entrances, and other special areas. The signage shall be designed to minimize confusion and reduce unnecessary interaction between trucks and visitor/employee vehicles. The signage shall conform to the Master Sign Program in *Specific Plan* Chapter 4, Section 4.5.8 and the "Master Sign Guidelines".

5.7. SUPPLEMENTAL REGULATIONS (Appendix E, Lines 125-1310)

This section modifies Zoning Code Article V. Appendix E (page E-29 through E-168) "Salinas Ag-Industrial Center Development Regulation Handbook" is provided to aid both designers and regulators in applying these Development Regulations within the context of Articles III and V of the Zoning Code. The handbook correlates this chapter, and specifically this section and Section 5.6, with the corresponding Zoning Code paragraphs that they are modifying.

For the purposes of this document, "industrial uses" shall mean all uses under the heading of "Industrial" in *Specific Plan,* Chapter 3, Table 3-1 and "non-industrial uses" shall mean all other uses in said Table 3-1.

a) Accessory Uses and Structures: (Appendix E, Lines 125-211) Zoning Code Section 37-50.010 "Accessory uses and structures" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

b) Alcohol license review: (Appendix E, Lines 213-250) Zoning Code 37-50.030 "Alcohol license review" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

c) Building Projections into Yards: (Appendix E, Lines 251-259) Zoning Code Section 37-50.040 "Building projections into yards." as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in paragraphs (a)(2) & (4):*

(a) Building Projections

(2) Non-industrial uses: Uncovered and unenclosed stairs, terraces, platforms, decks and subterranean garages (not more than thirty inches in height above site grade) may project into a yard or Landscape Buffer Easement, up to one foot.

Industrial uses: Uncovered and unenclosed stairs, terraces, platforms, loading docks, and decks may project into a yard or Landscape Buffer Easement, up to one foot.

(4) Cornices, eaves, canopies, awnings, and similar ornamental features: Two and one-half feet into a yard setback. Cornices, eaves, canopies, and similar ornamental features provided in conjunction with ground floor unenclosed porches and architectural entry features may encroach an additional two and one-half feet into a yard setback, beyond what is permitted in Table 5-1;

d) Condominium Conversions: (Appendix E, Lines 260-266) Zoning Code Section 37-50.050 "Condominium Conversions" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

e) Exceptions to Height Limits: (Appendix E, Lines 269-271) Zoning Code Section 37-50.080 "Exceptions to Height Limits" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

f) Fences, Walls and Hedges: (Appendix E, Lines 272-311) Zoning Code Section 37-50.090 "Fences, walls, and hedges" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

g) Mural Exhibits: (Appendix E, Lines 317-329) Zoning Code 37-50.150 "Mural exhibits" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

h) Nonconforming Uses and Structures: (Appendix E, Lines 330-372) Zoning Code Section 37-50.160 "Nonconforming uses and structures" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

i) Outdoor Storage and Display: (Appendix E, Lines 373-398) Zoning Code 37-50.170 "Outdoor Storage and Display" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan, with the exception that paragraph (e) is modified as follows:*

(e) ***Screening.***

Non-industrial areas: A solid fence or wall shall be required for all uses requiring a screen. The height of merchandise, materials, and equipment stored or displayed may exceed the height of the screening fence or wall.

Industrial areas: Where screening is required, or provided, a combination of elements may be used including, but not limited to, architectural treatment, solid masonry walls, berms, landscaping, and/or black powder or vinyl-coated chain link fencing with slats. The height of merchandise, materials, and equipment stored or displayed may exceed the height of the screening fence or wall.

j) Performance Standards: (Appendix E, Lines 399-451) Zoning Code 37-50.180 "Performance standards" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan, with the exception that Section (a) "Noise" is modified and replaces Table 37-50.50 as follows:*

(a) **Noise.** No use shall create ambient noise levels which exceed 75 dBA as measured at the property boundary. (*Replaces Table 37-50.50)*

(1) This standard shall be modified to account for the effects of time and duration on the impact of noise levels as follows:

(B) Noise that is produced for no more than a cumulative period of five minutes in any hour may not exceed 75 dBA (no modification from the ambient noise levels); and

(C) Noise that is produced for no more than a cumulative period of one minute in any hour may not exceed 80 dBA.

(2) Acoustic Study. The City Planner may require an acoustic study for any proposed use that has the potential to create a noise exposure greater than that deemed acceptable by this section and require appropriate mitigation measures. The City Planner or their designee shall prepare the study. The

Master Developer or Individual Developer (as applicable) shall be responsible for the cost of the study.

(3) Noise Measurement. Noise shall be measured with a sound level meter, which meets the standards of the American National Standards Institute (ANSI Section S1.4-1979, type 1 or type 2). Noise levels shall be measured in decibels from the property line closest to the noise source. The unit of measure shall be designated as dBA. A calibration check shall be made of the instrument at the time any noise measurement is made.

(4) Noise attenuation measures may be incorporated into a project to aid in conformance with the noise standards set forth in this chapter.

(6) Delivery hours are not restricted within the *Plan Area*.

k) Recycling and Solid Waste Disposal: (Appendix E, Lines 453-476) Zoning Code 37-50.200 "Recycling and solid waste disposal regulations" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan below in paragraphs (c)(1)(A), and (B):*

(c) Development Regulations

(1) Materials, Construction, Design, and Location

(A) Walls are required for recycling and solid waste enclosures as follows:

(1) Walls are required for recycling and solid waste enclosures located within the Abbott Street Frontage Zone and visible from Abbott Street. The enclosure shall be constructed of solid masonry material with an exterior surface finish compatible with the main structure(s) and include a solid gate.

(2) Walls or fences are required for recycling and solid waste receptacles/bins visible from other public streets. The walls/fences may be constructed of black powder or vinyl-coated chain link with black slats or solid masonry material. The enclosure shall include a solid, black powder or vinyl-coated chain link gate.

(3) When not visible from a public street, recycling and solid waste receptacle/bin enclosures are not required when the receptacle/bin is located within a larger fenced area. At the option of the Master Developer or Individual Developer (as applicable), such receptacles/bins may be enclosed by fences or walls constructed of black powder or vinyl-coated chain link with slats or solid masonry material. Enclosure gates are not required, but are allowed.

(B) Gates shall be per the requirements in paragraphs (c)(1)(A), above.

l) Recycling Facilities: (Appendix E, Lines 477-536) Zoning Code Section 37-50.210 "Recycling Facilities" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in paragraph (e)(4)(B):*

(e) Development Regulations and Design Standards

(4) Recycling Processing Facilities (Light and Heavy Processing)

(B) Power-driven processing shall be permitted provided all noise-level requirements are met in accordance with Section 5.7(j), above. Light processing facilities are limited to baling, briquetting, crushing, compacting, grinding, shredding, and sorting of source-separated recyclable materials and repairing of reusable materials.

m) Screening of Mechanical Equipment: (Appendix E, Lines 539-550) Zoning Code Section 37-50.240 "Screening of mechanical equipment" as adopted November 2006 applies to the *Plan Area*, *unless otherwise modified by the Specific Plan and below in paragraphs (a), (b)(1)-(3):*

a) **Purpose.** To ensure all mechanical equipment on non-industrial buildings within the *Plan Area*, whether building, roof, or ground-mounted is adequately screened from view from public streets.

b) **Exterior Building and Roof-mounted Mechanical Equipment.**

(1) Non-industrial uses: Except for solar collectors, all exterior building and roof-mounted mechanical equipment shall be screened from view of adjacent streets (including U.S. Highway 101) and properties by architectural building features or other screening elements that are compatible in color, texture, and design with the primary structure.

Industrial uses: Except for solar collectors, all exterior building and roof-mounted mechanical equipment shall be screened from view of adjacent public streets (including U.S. Highway 101) by architectural building features, paint or other screening elements that are compatible in color, texture, and design with the primary structure. The office or office portions of the buildings shall follow the requirements for non-industrial uses, above.

(2) Non-industrial uses: Screening for roof-mounted mechanical equipment shall be integrated into the overall architectural and roof design and shall include the use of parapet walls or other architectural screening features. For new structures and building additions, the design of such screening shall be taken into consideration during the initial design phase for the structure and shall not consist of a separate screening device, which is not part of the overall architectural design of the structure.

Industrial uses: Screening for building or roof-mounted mechanical equipment shall be colors and/or materials of the same nature as the building's basic materials. Screening design may be one, or a combination of: paint, parapet walls; or equipment enclosures generally matching the color and texture of the nearest building element immediately below or behind the equipment. The office or office

portions of the buildings shall follow the requirements for non-industrial uses, above.

(3) Non-industrial uses: The screening shall be of the same (or greater) height as the height of the roof-mounted equipment unless the City Planner determines that because of the size, height, or location of the proposed equipment/associated building, it will be fully screened from view of adjacent properties and streets (including U.S. Highway 101). In such case, a line of sight graphic shall be provided by the Master Developer or Individual Developer (as applicable) that demonstrates to the satisfaction of the City Planner that the proposed screening will fully screen views of the equipment as required by this section.

Industrial uses: Screening height is not applicable to Industrial Uses with the exception of office or office portions of buildings, which shall follow the requirements for non-industrial uses, above.

n) Service Station, Vehicle Repair and Vehicle Washing: (Appendix E, Lines 552-567) Zoning Code Section 37-50.260 "Service stations, vehicle repair, and vehicle washing" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

o) Telecommunication Facilities: (Appendix E, Lines 570-616) Zoning Code Section 37-50-290 "Telecommunication Facilities" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

p) Temporary Use of Land: (Appendix E, Lines 617-656) Zoning Code Section 37-50.300 "Temporary Use of Land" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

q) Vehicle Trip Reduction: (Appendix E, Lines 659-716) Zoning Code Sec. 37-50.330 "Vehicle Trip Reduction" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

r) Basic Requirements of Off-Street Parking and Loading: (Appendix E, Lines 717-738) Zoning Code Sec. 37-50.340 "Purpose" and Sec. 37-50.350 "Basic Requirements for Off-Street Parking and Loading" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in paragraph (g)(4):*

(g) **Location and Ownership**

(4) Off-street parking areas may encroach into the required front and/or corner-side yard setbacks a distance of up to one-half of the required setback. Required Landscape Buffer Easements shall not be used to meet off-street parking requirements.

s) Off-Street Parking and Loading Spaces Regulations: (Appendix E, Lines 739-753) Zoning Code Section 37-50.360 "Off-Street Parking and Loading Spaces Regulations" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in paragraph (b)(1) and in Table 37-50.100:*

(b) **General Provisions**

(1) References to spaces per square foot are to be computed on the basis of gross floor area (not including accessory structures and sheds) unless otherwise specified, and shall include allocations of shared restroom, halls and lobby area, and maintenance areas, but shall exclude area for vertical circulation, mechanical equipment, stairs, or elevators.

Table 37-50.100 "Schedule A: Off-Street Parking and Loading Spaces Required" is amended to add the following:

- Cooling Facility: A minimum of two (2) standard automobile spaces for facilities with a total gross floor area under five-thousand (5,000) square feet; a minimum of five (5) standard automobile spaces for facilities with a total gross floor area between five thousand (5,000) sq. ft. and twenty-five thousand (25,000) sq. ft.; for facilities with a total gross floor area in excess of twenty-five thousand (25,000) sq. ft., a minimum of one (1) per five-thousand (5,000) sq. ft. of gross floor area or a fraction thereof. (Modifies Table 37-50.100, Schedule A: Off-Street Parking and Loading Spaces Required. Classification Group "C"; and
- Wineries: One (1) standard automobile space per 2,000 sq. ft. of winery; 1 per 300 sq. ft. of administration/lab office; 1 per 500 sq. ft. of bottling warehouse; 1 per 250 sq. ft. of tasting room. Classification Group "C";

t) Reduction of Required Number of Parking and Loading Spaces: (Appendix E, Lines 754-762) Zoning Code Section 37-50.370 "Reduction of Required Number of Parking and Loading Spaces" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

u) Accessible Parking Spaces: (Appendix E, Lines 764-766) Zoning Code Section 37-50.390 "Accessible Parking Spaces" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

v) Bicycle Parking: (Appendix E, Lines 767-774) Zoning Code Section 37-50.400 "Bicycle parking" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan* and below in (a):

(a) **Where Required:** Bicycle parking spaces shall be provided for all uses within the *Plan Area*.

w) Application of Parking Space Dimensional Requirements: (Appendix E, Lines 775-781) Zoning Code Section 37-50.410 "Application of Parking Space Dimensional Requirements"

as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

x) Parking Configuration and Aisle Dimensions: (Appendix E, Lines 782-787) Zoning Code 37-50.420 "Parking configuration and aisle dimensions" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

y) Specific Parking Area Design: (Appendix E, Lines 788-792) Zoning Code Section 37-50.430 "Specific Parking Area Design" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

z) Parking access from Street: (Appendix E, Lines 793-794) Zoning Code Section 37-50.440 "Parking Access from Street" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

aa) Driveways: (Appendix E, Lines 795-819) Zoning Code Section 37-50.450 "Driveways" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in paragraph (b)(1):*

(b) **Additional Driveway Width Regulations**

(1) If a driveway is located within cul-de-sac "bulb" or "knuckle" and must be greater that eighteen feet in width, the "bulb" or "knuckle" radius shall be increased accordingly to provide for vehicular movement.

bb) Driveway and Corner Visibility and Parking Lot Landscaping: (Appendix E, Lines 820-824) Zoning Code Sections 37-50.460 "Driveway and Corner Visibility" (Appendix E, Lines825-826) and Section 37-50.470 "Parking lot landscaping" as adopted November 2006 apply to the *Plan Area, unless otherwise modified by the Specific Plan.*

cc) Outdoor Lighting: (Appendix E, Lines 827-833) Zoning Code Section 37-50.480 "Outdoor lighting" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

dd) Additional Design Standards for Parking Lots: (Appendix E, Lines 834-836) Zoning Code Section 37-50.490 "Additional Design Standards for Parking Lots, Parking Structures, and Driveways" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

ee) Location and Design of Off-Street Loading Spaces: (Appendix E, Lines 837-844) Zoning Code Section 37-50.500 "Location and Design of Off-Street Loading Spaces" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

ff) Parking Area Plan Required: (Appendix E, Lines 845-853) Zoning Code Section 37-50.510 "Parking area plan required" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan.*

gg) Parking Design Standards: (Appendix E, Lines 854-917) Zoning Code 37-50.520 "Parking design standards" as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in (d)(1)- (4), (f)(2), (h)(1)&(2), (i)(1)*

(d) Parking Lot layout.

(1) Employee and visitor parking lots may be combined on individual sites.

(2) Employee and visitor parking lots may be combined on individual sites. Agricultural-Industrial uses that rely on larger trucks for pickup and deliveries shall include separated truck parking facilities on-site to support the use.

(3) Where feasible, minimize the number of continuous employee and visitor parking spaces without interruption.

(4) Employee and visitor parking lots may be combined on individual sites.

(f) Loading:

(2) Industrial uses: Loading facilities shall be screened from visitor entrances, view of public rights-of-way, and other highly visible areas of the site in accordance with the requirements of the base zoning district regulations. Adequate turn-around and backing areas shall be provided without disruption of circulation or parking facilities.

Non-industrial uses: The Landscape Buffer Easements are the primary screening for loading facilities, including docks and doors, from view of public streets. Such facilities visible from the office and employee/visitor areas shall be screened.

(h) Pedestrian

(1) The system of sidewalks along the public streets within the *Center* shall serve to link the different parts of the *Plan Area* with the transit stops being installed on Abbott Street.

(2) Provide clearly discernible walkways on site for employees and visitors from the employee/visitor parking areas and the public streets to the employee/visitor entrances of the building, in locations where there is adequate vehicular sight distance.

(i) Transit

(1) The transit stops being installed on Abbott Street shall satisfy the transit access requirements for individual sites within the *Plan Area.*

hh) Zoning Code Division 3 "Signs" (Appendix E, Lines 918-1122) as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and below in Sec. 37-50.530 (Purpose), 37-50.550, 37-50.570 (c)(6), 37-50.620 (a)(1), 37-50.640 (a), Table 37-50.170:*

Purpose: *(37-50.530)*
The purpose of this division is to:

1) Establish unique sign regulations for the *Fundamental Center Signs* (consisting of the Identification, Street Directional, and Site Entrance signs, as described in *Specific Plan* Chapter 4) and

2) Establish uniform sign regulations for the *On-Site User Signs* for sites within the *Plan Area*.

Applicability: *(37-50.550)*
The sign regulations outlined in this section are intended to be maximum standards and are intended to ensure the style and visual compatibility of signs within the *Center*. Therefore, the review and approval of the *Fundamental Center Signs* and the *On-Site User signs* shall be governed by the *Specific Plan* sign design principles and Development Regulations, and the "*Master Sign Guidelines*".
Sign permits and master sign plan required: *(37-50.570)*

(c) Findings for Approval:
(6) The sign is in compliance with the *Specific Plan* sign design principles and Development Regulations, and the "*Master Sign Guidelines*".

Regulations for Fundamental Center Signs and On-site User Signs (*37-50.620)*
The following regulations shall apply to all nonexempt *Fundamental Center Signs* and *On-Site User Signs* within the *Plan Area.* Such signs shall require a Sign Permit unless otherwise indicated in this division:

(a) Maximum Sign Area for Building and Freestanding Signs. The maximum sign area and height allowed for building and freestanding signs within the *Plan Area* shall be as identified in Table 5-2 and shall be subject to the following:

(1) Fundamental Center Signs: Table 5-2 sets forth the maximum area and height for a *Fundamental Center Sign.*

(2) On-Site User Signs: The maximum sign area allowed for building signs shall be calculated based on the occupancy frontage of a building. A maximum of one occupancy frontage shall be used to determine the total maximum sign area allowed for building signs except that two occupancy frontages may be counted for buildings located on lots or lots with more than one street frontage or an alley. Where a building has multiple occupancy frontages, the Individual Developer shall determine which two occupancy frontages shall be used to calculate the maximum building sign area. The maximum sign area for building signs may be allocated to any occupancy frontage as determined by the Individual Developer.

Table 5-2 "Maximum Allowable Sign Area and Height" replaces Table 37-50.170 in the Zoning Code:

	Table 5-2 **Maximum Total Sign Area and Height[(1)(2)(3)]**
Classification	**Maximum Sign Area and Height**
Fundamental Center Signs	Center Identification Signs: (A) One freestanding sign per each Center Identification Sign location as shown on Figure 4-10, each not to exceed 500 square feet in sign area per sign face and 30 feet in height is permitted. or (B) Two monument signs per each Center Identification Sign location as shown on Figure 4-10, each not exceeding 250 square feet in sign area per sign face and 20 feet in height are permitted. Street Directional Signs: Freestanding signs, the anticipated locations of which is shown on Figure 4-10, each not to exceed 50 square feet in sign area per sign face and 15 feet in height is permitted. Site Entrance Signs: (A) One freestanding sign not exceeding 200 square feet in sign area per sign face and 20 feet in height is permitted per site. Sites with more than 250 feet of lineal street frontage may have one additional freestanding sign, not exceeding 200 square feet in sign area per sign face and 20 feet in height, for every additional 250 lineal feet of street frontage on the site, plus one freestanding or monument sign per site driveway/entrance, each not exceeding 32 square feet in sign area and 8 feet in height; or (B) Two monument signs, each not exceeding 100 square feet in sign area per sign face and 8 feet in height are permitted per site. Sites with more than 250 feet of lineal street frontage may have one additional monument sign, not exceeding 100 square feet in sign area per sign face and 8 feet in height, for every additional 250 lineal feet of street frontage on the site, plus one freestanding or monument sign per site driveway/entrance, each not exceeding 32 square feet in sign area and 8 feet in height.
On-Site User Signs (site Entrance Signs as described above shall not be included in the calculations for	On-Site Building/Business Identification Signs: (A) One freestanding sign not exceeding 50 square feet in sign area per sign face and 20 feet in height is permitted per site. Sites with more than 250 feet of lineal street frontage may have one additional freestanding sign, not exceeding 50 square feet in sign area per sign face and 20 feet in height, for every additional 250 lineal feet of street frontage on the site; and

	Table 5-2 Maximum Total Sign Area and Height[(1)(2)(3)]
Classification	**Maximum Sign Area and Height**
maximum on-site user area)	(B) Two monument signs, each not exceeding 32 square feet in sign area per sign face and 8 feet in height are permitted per site. Sites with more than 250 feet of lineal street frontage may have one additional monument sign, not exceeding 32 square feet in sign area per sign face and 8 feet in height, for every additional 250 lineal feet of street frontage on the site; and (C) One or more building signs. Aggregate sign area calculated thus: 5.0 square feet per lineal foot of occupancy frontage with a minimum of 60 square feet permitted per occupancy frontage. See 37-50.620 (a)(2) on page 8-21. On-Site Directional Signs: (A) Unlimited number of freestanding signs per site so long as a single sign does not exceed 100 square feet per sign face. or (B) Unlimited number of monument signs per site so long as a single sign does not exceed 100 square feet per sign face. On-Site Instructional Signs: (A) Unlimited number of freestanding signs per site so long as a single sign does not exceed 100 square feet per sign face. or (B) Unlimited number of monument signs per site so long as a single sign does not exceed 100 square feet per sign face.
Temporary Signs	Temporary Signs and Banners: (A) Two temporary signs per lot not exceeding 50 square feet in sign area per sign face and 15 feet in height; and (B) One banner not exceeding 200 square feet in sign area per site.

Notes to accompany Table 5-2:

(1) Sign areas allowed for On-site Directional and Informational freestanding signs may be allocated to Directional and Informational building signs in lieu of a freestanding sign subject to the approval of a master sign plan.
(2) See Chapter 4 for sign descriptions.
(3) Additional locations may be identified for center identification signs and street directional signs as the *Center's* circulation system expands.

(ii) Sign design standards *(37-50.640)* (Appendix E, Lines 1123-1218)

(a) Purpose. The *Master Sign Guidelines* along with following design standards are intended to assist the designer in understanding the city's requirements for sign design. These standards complement the sign regulations contained in this division by providing good examples of potential design solutions and by providing design interpretations of various regulations. The design standards are general and may be interpreted with some flexibility in their application to specific projects. The standards will be utilized in conjunction with the *Master Sign Guidelines* and other regulations to ensure the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers. Where a conflict occurs between the *Master Sign Guidelines* and the following design standards or other regulations, the *Master Sign Guidelines* shall prevail.

(jj) Zoning Code Division 4 "Landscaping and Irrigation" (Appendix E, Lines 1219-1310) as adopted November 2006 applies to the *Plan Area, unless otherwise modified by the Specific Plan and in* Sec. 37-50.690, paragraphs (g) (1) – (4) *as follows:*

(g) Parking Lot Landscaping.

(1) Non-industrial uses: All areas within the perimeter of parking lots not used for buildings, parking, loading, circulation, transit, or pedestrian facilities shall be landscaped to minimize hardscape, reduce runoff, and improve the parking lot appearance.

Industrial Uses: All areas within the perimeter of visitor and employee parking lots not used for buildings, parking, loading, circulation, transit, or pedestrian facilities shall be landscaped to minimize hardscape, reduce runoff, and improve the parking lot appearance.

(2) Parking lots, parking structures, and the outdoor display of automobiles, boats, recreational vehicles, motorcycles, or construction vehicles shall have perimeter landscaping areas as prescribed by the following:

(A) Parking Lots or Parking Structures Adjoining Street Property Line:

Non-industrial and industrial uses: Where parking lots are located adjacent to the Landscape Buffer Easement, the required Landscape Buffer Easement will serve to minimize views of parked cars from the street and shall be permanently maintained. Within the Landscape Buffer Easement, tree spacing should not exceed 30-feet on center, except within Bioretention Treatment Areas in which case trees should be planted 60-feet on center. The landscaped planter shall include a screening feature with a minimum height of 32-inches and a maximum height of 42-inches, such as a short wall, fence, hedge, berm, or equivalent feature. Whenever walls or fences are used to create the

screening feature, plants shall be located on the sides of the walls or fences that can be seen from surrounding streets, sidewalks, parks, and other employee/visitor areas. The maximum height of fences and walls in required Landscape Buffer Easement shall be in accordance with *Section* 5.7 (f) *Fences, walls, and hedges*;

(B) Non-industrial uses: Other property lines: 5-feet;

Industrial uses: Other property lines: 5-feet, unless an industrial use adjoins another industrial use, in which case there is no required landscaping between their adjoining parking areas.

(C) Vehicle Overhang. Vehicle overhang may encroach three feet into a landscape planter adjoining a street property line.

(3) Non-industrial areas: Interior landscaped areas shall have a minimum dimension of 5-feet, exclusive of curbs, shall be equal to 5% of the total parking area, and shall be so located as to interrupt parking rows. When a parking space abuts a landscape planter, no curb is necessary provided that the planter is expanded three feet to allow the vehicle to overhang the planter.

Industrial Areas: Same as for non-industrial areas, except that truck parking, loading and circulation areas are not required to be landscaped.

(4) Non-industrial areas: A minimum of one tree for every five parking spaces shall be provided in landscape islands. The islands shall have a minimum dimension of five feet exclusive of curbs.

Industrial areas: employee and visitor parking lots shall include a minimum of one tree for every five parking spaces in landscape islands within or at the ends of parking aisles. The islands shall have a minimum dimension of 5-feet exclusive of curbs.

(kk) Additional Regulations Related to Resource Management (Appendix E, Lines 1311-1317)

(1) Heat Island Effect
Light colored paving materials with a published Solar Reflective Index (SRI) of at least 29 at the time of construction, shall be used for on-site sidewalks, patios, and courtyards within the Plan Area. In addition, the use of pervious materials is encouraged in these areas.

(2) Water Efficiency
Water-conserving Fixtures
Businesses and industries within the *Center* will use the following water-conserving fixtures for water closets, urinals, lavatory faucets, non-emergency showers and kitchen sinks:

- Water closets shall either be dual flush style (1.6 / 0.8 gallon per flush) or high efficiency toilets (HET) using a maximum of 1.28 gallons per flush.
- Urinals shall be "waterless" or ultra low consumption type using a maximum of 0.125 gallons per flush.
- All faucets shall be equipped with water conserving aerators that restrict flow to a maximum of 0.5 gallons per minute.
- Showers other than emergency showers shall be equipped with shower heads that restrict flow to a maximum of 1.5 gallons per minute.

The use of the above fixtures is anticipated to reduce the corresponding potential water usage in the restrooms and break rooms of the buildings by between 20% and 30%.

A) Process Water

Processing and manufacturing facilities within the Center will naturally strive to minimize their water use when feasible for their operations through efficient system design, maintenance, production practices and operations. Inefficient use of water in a manufacturing process increases operating costs, and thereby affects business profits and competitiveness in the market place. Waste process water produced within the Plan Area may be: reused onsite as part of one or more production processes; captured and used to irrigate onsite landscaped areas; and/or it will be reclaimed by connecting waste lines to the City's Industrial Wastewater Collection System. The City's system conveys wastewater to the City's industrial treatment facility, where it ultimately percolates into the underlying aquifer for recharge and reuse.

(3) Energy and Efficiency

- Individual Developers within the *Plan Area* will be required to perform fundamental commissioning of the building energy systems for the office employee/visitor areas of the building.
- All HVAC&R units within the *Plan Area* will use zero CFC-based refrigerants. This item excludes small HVAC units such as refrigerators, small water coolers, and other cooling equipment that contains less than 0.5 lbs of refrigerant**.**
- Install light emitting diodes (LEDs) and/or fluorescent light for indoor lighting in all employee/visitor areas, whenever practicable in other building areas, and for applicable outdoor lighting, when feasible.
- The office employee/visitor areas of buildings within the *Plan Area* will achieve optimized energy performance by complying with the prescriptive measures of the ASHRAE Advanced Energy Design guide for Small Office Building 2004.
- The installation of Photovoltaic panels, solar water heaters, fuel cells, and other renewable energy sources are allowed on roofs and in other areas of sites, outside the required yards.

- Food processing and related facilities shall, when feasible, adopt Industrial Best Practices as discussed in "California's Food Processing Industry Energy Efficiency Initiative: Adoption of Industrial Best Practices", California Energy Commission publication LEC 400-2008-006.

(4) Construction Waste Management

- Site work new construction: When feasible, at least 50% (by weight or volume) of non-hazardous and non-soil/clearing related construction materials shall be diverted from disposal in landfills and incinerators by methods such as onsite reuse, offsite reuse, donations to charitable organizations, and pickup by, or delivery to third-party reusers.

- Site work reconstruction: At least 50% of the demolished pavement and base material shall be reused onsite in reconstruction operations.

- Building reconstruction or remodel: Recycle and/or salvage at least 50% (by weight or volume) of non-hazardous construction and demolition materials.

(5) Building Product Recycled Content

- Site construction: At least 50% (by weight or volume) of street and parking area base material shall be of recycled materials and/or treated native material.

- New and Remodel Building Construction shall implement at least one of the following:

    - Use rapidly renewable building materials and products for 2.5% of the total value of all building materials and products used in the projects, based on cost; or

    - Use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% of the total value of the materials in the project, based on cost; or
    - Use building materials or products that have been harvested, recovered or manufactured within 500 miles (one-way) of the project site. Mechanical, electrical and plumbing components and specialty items are not included in the calculation; or
    - Use a minimum of 30% of Forest Stewardship Council (FSC) certified wood-based materials and products for structural framing, general dimensional framing, flooring, sub-flooring, and wood doors and trims.

(6) Indoor Air Quality (IAQ)

- The office employee/visitor areas of buildings within the *Plan Area* will meet the minimum requirements of Sections 4 through 7 of ASHRAE 62.1-2004,

Ventilation for Acceptable Indoor Air Quality. Mechanical ventilation systems shall be designed using the Ventilation Rate Procedure or the applicable local code, whichever is more stringent. Naturally ventilated buildings shall comply with ASHRAE 62.1-2004, paragraph 5.1.

- Designate exterior smoking areas at least 35 feet away from entries, operable windows and outdoor air intakes.

- Management of Indoor Air Quality During Construction**:** Develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phase of the building as follows:

  - During construction meet or exceed the recommended Control Measures of the sheet Metal and Air Conditioning Contractors national Association (SMACNA) IAQ Guidelines for Occupied Buildings under construction, 1995, Chapter 3.
  - Protect stored and installed absorptive materials form moisture damage onsite.
  - If possible, avoid using permanently installed air handlers during construction. If they are used during construction, filtration media with a Minimum Efficiency Reporting Value (MERV) of 8 shall be used at each return air grille, as determined by ASHRAE 52.2-1999. All filtration media shall be replaced with unused media immediately prior to occupancy.

- Low-Emitting Materials will be used in the office employee/visitor areas as follows:
  - Adhesives and sealants used on the interior of the building shall comply with the requirements of "Adhesives, Sealants and Sealant Primers: South Coast Air Quality Managements District Rule #1168. VOC limits will correspond to the rule effective date of July 1, 2005 and the rule amendment date of January 7, 2005.
  - Architectural paints, coating and primers applied to the interior walls and ceilings shall not exceed the VOC content limits established in Green Seal Standard GS-22, Paints, First Edition, May 20, 1993. Primers must meet the VOC limit for non-flat paint.
  - All carpet and carpet cushion installed in the building interior shall meet the testing and product requirements of the Carpet and Rug Institute's Green Label Plus program.

- Lighting Systems: Lighting controls and/or task lighting shall be provided to a majority of the office occupants to enable adjustment to suit individual task needs and preferences. Lighting system controllability shall be provided for all shared multi-occupant spaces to enable lighting adjustment to meet the group needs and preferences.

- Thermal Systems: Provide individual comfort controls in the office employee/visitor areas for 25% of the building occupants to enable adjustments to suit individual task needs and preferences. Provide comfort controls for all shared multi-occupant spaces to enable adjustments to suit group needs and preferences. Operable windows can be used in lieu of comfort controls for occupants of areas that are 20 feet inside of and 10 feet to either side of the operable part of the window. Conditions for Thermal Comfort include the factors of air temperature, radiant temperature, air speed and humidity. Comfort system control in the ability to control at least one of the factors in the individual's local environment.

6 CIRCULATION AND TRANSPORTATION

6.1 INTRODUCTION

The circulation system for the *Plan Area* is designed to provide a logical and efficient backbone roadway network that facilitates the movement of large vehicles and machinery. The circulation system will also provide adequate access and circulation for employee and visitor vehicles, as well as a safe environment for pedestrian and bicycle movement.

This chapter identifies the existing circulation system serving the *Plan Area*, explains the circulation concept for the *Specific Plan*, describes the proposed backbone circulation system within the *Plan Area*, and identifies *Specific Plan* required off-site and on-site circulation improvements.

The term "existing" is used throughout this chapter and describes site conditions prior to *Specific Plan* adoption.

6.2 GOALS AND POLICIES

The following circulation and transportation goals and policies provide clear direction for establishing the roadway network and are focused on the development within the *Plan Area*.

Goal 6-1: ***Provide a transportation and circulation system that safely accommodates traffic associated with the Specific Plan land uses.***

Policy 6-1: *Provide a circulation system that meets the current and future needs of the Plan Area uses.*

Policy 6-2: *Provide a circulation network that facilitates the movement of large vehicles and machinery.*

Policy 6-3: *Design roadway capacities to adequately serve anticipated Specific Plan uses.*

Policy 6-4: *Provide an internal circulation system that facilitates vehicular movement between synergistic uses within the Plan Area.*

Policy 6-5: *Construct Specific Plan related off-site improvements required to mitigate project impacts.*

Policy 6-6: *Minimize driveway entrances on Abbott Street and Harris Road to avoid conflict with traffic flow.*

Goal 6-2: ***Work with local and regional agencies to develop and improve regional transportation systems.***

Policy 6-7: Individual Developers will pay applicable TAMC impact fees, City Traffic Impact Fees and County Traffic Impact Fees if established.

Goal 6-3: Reduce vehicle trip numbers thereby reducing air emissions and the potential effect of the development on Climate Change.

Policy 6-8: Provide a circulation system that accommodates and encourages the use of alternative transportation modes.

Policy 6-9: Provide Americans with Disabilities Act (ADA) compliant sidewalks on the developed side of all Specific Plan roads.

Policy 6-10: Connect sidewalks within the Plan Area to existing public pedestrian facilities.

Policy 6-11: Provide bike lanes on backbone roads within the Plan Area.

Policy 6-12: Connect bike lanes within the Plan Area to existing public bicycle facilities.

Policy 6-13: Provide bike racks adjacent to employee/visitor parking areas.

Policy 6-14: Provide a bus stop along the Abbott Street frontage in both the north- and south-bound directions, with accompanying connections to sidewalks and crosswalks.

6.3 CIRCULATION CONCEPT

The *Specific Plan* identifies backbone road improvements that provide vehicle, bicycle, and pedestrian access to "master" parcels. See Figure 6-1. These streets are intended to be public and, when connected with Abbott Street, Harris Road, Dayton Street and Burton Avenue, provide efficient means to access both the *Plan Area* and adjacent developed parcels. The internal street network may expand as incremental development occurs within the *Plan Area.*

Site access and internal circulation will be designed in a straightforward manner that emphasizes safety and efficiency, accommodates the operational needs of the industries within the *Specific Plan Area*, and supports the timely transportation and transferring of materials, produce and products.

The major components of the existing public roadway system serving the *Plan Area* consist of U.S. Highway 101, Abbott Street, Harris Road, Harkins Road, Burton Avenue, and Dayton Street. The Union Pacific Railroad and the Salinas Municipal Airport are also within the project vicinity.

U.S. HIGHWAY 101

Highway 101 is a U.S. Highway providing a primary north-south vehicular connection between Los Angeles and San Francisco. Near the *Plan Area*, it consists of four lanes (two lanes in each direction) separated by a vegetated median. Although the *Plan Area* is not directly adjacent to

the U.S. Highway 101, the project is visible from its northbound and southbound lanes. Highway access to and from the site is achieved via the Abbott Street interchange (approximately two miles southeast) and the Airport Boulevard interchange (approximately one mile northeast).

ABBOTT STREET

Abbott Street defines the *Center's* northeastern boundary and runs generally parallel to U.S. Highway 101 along the *Center's* Abbott Street frontage. Abbott Street is a four-lane arterial between John Street (State Route 68) in central Salinas and Harris Road in southern Salinas. Approximately one-half mile south of Harris Road, Abbott Street narrows to three lanes, with one lane in the southbound direction and two lanes in the northbound direction. South of the existing Salinas City Limits, Abbott Street becomes a rural County road and links with U.S. Highway 101 at the Abbott Street interchange.

Abbott Street at Project Frontage

As development occurs within the *Plan Area*, the *Specific Plan's* Abbott Street frontage will be improved. The Abbott Street right-of-way (ROW) will be widened to 96 feet in order to provide a major arterial similar to the existing 110 foot Abbott Street section within the current City limits. Physical improvements along the west side of Abbott Street will include: ROW dedication; street widening; landscape median, curb, gutter, and sidewalk construction; a new covered bus stop located near the intersection of Abbott Street and Street "A"; and undergrounding of existing overhead utility lines (four power poles total). See Figure 6-2. New storm drain facilities (storm drain pipe and catch basins) will also be installed to capture street stormwater from the new curb, gutter, and sidewalk improvements along the project frontage.

One new intersection will be created along the *Center's* Abbott Street frontage at Street "A". The intersection will be signalized, and will include an exclusive left turn lane from northbound Abbott Street to Street "A". Signal modifications will be made to the existing Abbott Street/Harris Road intersection.

A new landscape median will be built on Abbott Street from Harris Road to the north *Plan Area* boundary corner. See Figure 6-2. Construction and timing of the landscape median will consist of the following:

Segment	Construction Timing
Approximately 400 feet to define the northbound Abbott Street Left-Turn lane onto Street "A" south of the Street "A" and Abbott Street intersection.	During construction of the Abbott Street and Street "A" signalized intersection.
Approximately 650 feet north of the Street "A" and Abbott Street Intersection ending at the *Plan Area* boundary.	During construction of the Abbott Street and Street "A" signalized intersection.
Approximately 440 feet north of the Abbott Street and Harris Road intersection.	During construction of the Abbott Street and Harris Road signalized intersection.
Sections between the Harris Road intersection segment and the Street "A" segment.	At the completion of the site planning for the final Abbott Street frontage lot(s) in order to accommodate median cuts for those lots.

Specific Plan improvements on the east side of Abbott Street, across from the *Plan Area*, include: street widening to accommodate a new bike lane; a covered bus stop near the intersection of Abbott Street and Street "A"; and construction of new curb, gutter, and sidewalk limited to the segment between the Abbott Street/Street "A" intersection and the bus stop, only. The remaining curb, gutter, and sidewalk on the east side of Abbott Street may be constructed with the other project improvements to Abbott Street by others when/if deemed necessary by the City of Salinas. The cost of all improvements on the east side of Abbott Street, the bus stop on both sides, the cost of the Abbott Street landscape median, and extension of the Abbott Street bike lanes from Harkins Road to the project boundary, will be included in the City's Traffic Fee Ordinance (TFO), and improvements installed by the Master Developer will be subject credit to, or reimbursement from the TFO fund. A reimbursement agreement or other method may be required.

HARRIS ROAD

Harris Road is designated by the General Plan as a Minor Arterial, and runs along the southeastern boundary of the *Plan Area*. Harris Road begins at Abbott Street, then continues approximately 3-miles in the southwesterly direction to the town of Spreckels, where it transitions into Spreckels Boulevard. The existing Harris Road ROW width varies from 65-feet to 81-feet, and includes varied lane configurations and pavement widths along the *Plan Area* frontage. Sidewalk and pavement improvements on the south side of Harris Road accommodate the existing development at the corner of Harris Road and Harris Place.

Harris Road facing Abbott Street

As development occurs within the *Plan Area*, the Harris Road ROW will be widened to between 94 and 100 feet along the *Specific Plan* frontage. A signal will be installed at the new intersection of

Harris Road and Dayton Street. Additional Harris Road improvements along the *Plan Area* frontage will include: additional ROW dedication; street widening; curb, gutter, and sidewalk construction; and undergrounding of existing overhead power utilities (five power poles total). See Figure 6-3 and 6-4. Storm drain facilities (storm drain pipe and catch basins) will also be installed to capture street stormwater from the new curb, gutter, and sidewalk construction along the project frontage.

The *Specific Plan* does not require that improvements on the south side of Harris Road be constructed. The existing curb, gutter, and sidewalk on the south side of Harris Road will remain. Additional ROW dedication, street widening, curb, gutter, and sidewalk on the south will be constructed by others when deemed necessary by the City of Salinas.

HARKINS ROAD

Harkins Road is designated in the General Plan as a Minor Arterial. This road serves as the main access to industrially-zoned businesses adjacent to, and northwesterly of, the *Plan Area*. Harkins Road extends eastward to Airport Boulevard and southwesterly to the Town of Spreckels, where it becomes Hatton Avenue. At Abbott Street, Harkins Road consists of four lanes in the northeasterly-southwesterly direction and transitions to a two-lane road at Burton Avenue. The Harkins Road section includes class II bicycle lanes in the *Plan Area* vicinity.

BURTON AVENUE

Burton Avenue is a two-lane collector serving the surrounding industrial businesses. Burton Avenue currently begins at Harkins Road and terminates at the northwestern boundary of the *Plan Area*. The Burton Avenue ROW is 64-feet and contains full curb, gutter, sidewalk, and street light improvements. The *Specific Plan* does not anticipate further surface improvements to the existing road segment.

As development occurs within the *Plan Area* development, Burton Avenue will extend from its current terminus approximately 1,400 feet into the *Plan Area* as a two-lane local street, where it intersects Street "A". See Figure 6-7. The Burton Avenue/Street "A" intersection will be a controlled stop intersection. Within the *Plan Area,* Burton Avenue will include travel lanes, a center two-way left turn lane, curb, gutters, sidewalk, lighting, and street frontage landscaping.

Burton Avenue facing Harkins Road

DAYTON STREET

Dayton Street is a two-lane collector street serving the surrounding industrial businesses. Dayton Street currently begins at Harkins Road and terminates at the northwestern boundary of the *Plan Area*. The Dayton Street ROW is 64-feet and contains full curb, gutter, sidewalk, and street light

improvements. The *Specific Plan* does not require further surface improvements be made to the existing road segment.

As development occurs within the *Plan Area,* Dayton Street will be extended from its current terminus approximately 1,400 feet into the *Plan Area* as a two-lane street, to the point where it intersects Street "A". See Figure 6-7. Dayton Street and Street "A" will be a controlled stop intersection. South of Street "A", Dayton Street will be extended approximately 2,500 feet to Harris Road as a four-lane collector. The improved roadway segment will include travel lanes, a center two-way left turn lane, curb, gutters, sidewalk, lighting, and street landscaping (both sides of street at frontage only). See Figure 6-5. The new Dayton Street/Harris Road intersection will be signalized.

OTHER TRANSPORTATION FACILITIES

The Union Pacific Railroad generally parallels the *Plan Area's* northeastern boundary on the easterly side of Abbott Street. See Figure 6-1. The main railroad line lies between Abbott Street and U.S. Highway 101, and accommodates both freight and passenger (Amtrak) trains. An existing rail spur intersects the main line near Harkins Road, and runs southwesterly to the City limits near Nutting Street.

Union Pacific Railroad facing north into Salinas

The Salinas Municipal Airport is located in the southeastern corner of the City of Salinas, approximately 2.5-miles from the *Plan Area*. The airport occupies 763 acres, with three runways serving single and multi-engine aircraft and helicopters, as well as an increasing number of turbo-propeller and turbine-powered business jets. Clients visiting the *Plan Area* will benefit from its proximity to the airport.

Salinas Municipal Airport

The northeastern corner of the *Plan Area* lies within the Salinas Municipal Airport Area of Influence and is therefore within the Airport Overlay District as shown in Figures 2-4 and 2-5. Proposed developments within this district will be reviewed for conformance with the applicable provisions of the Salinas Municipal Code prior to approval.

INTERNAL BACKBONE STREET "A"

Street "A" is a new street that will extend through the site in a northeasterly-southwesterly direction and will serve as a major collector between Abbott Street and Street "B". The Street "A" ROW will accommodate an 88-foot, four-lane collector with a center two-way left turn lane, bike lanes, curb, gutter, sidewalk, lighting, and street landscaping (both sides of street at frontage only). See Figure 6-5. The proposed Abbott Street/Street "A" signalized intersection will serve as a primary access point to the *Plan Area.*

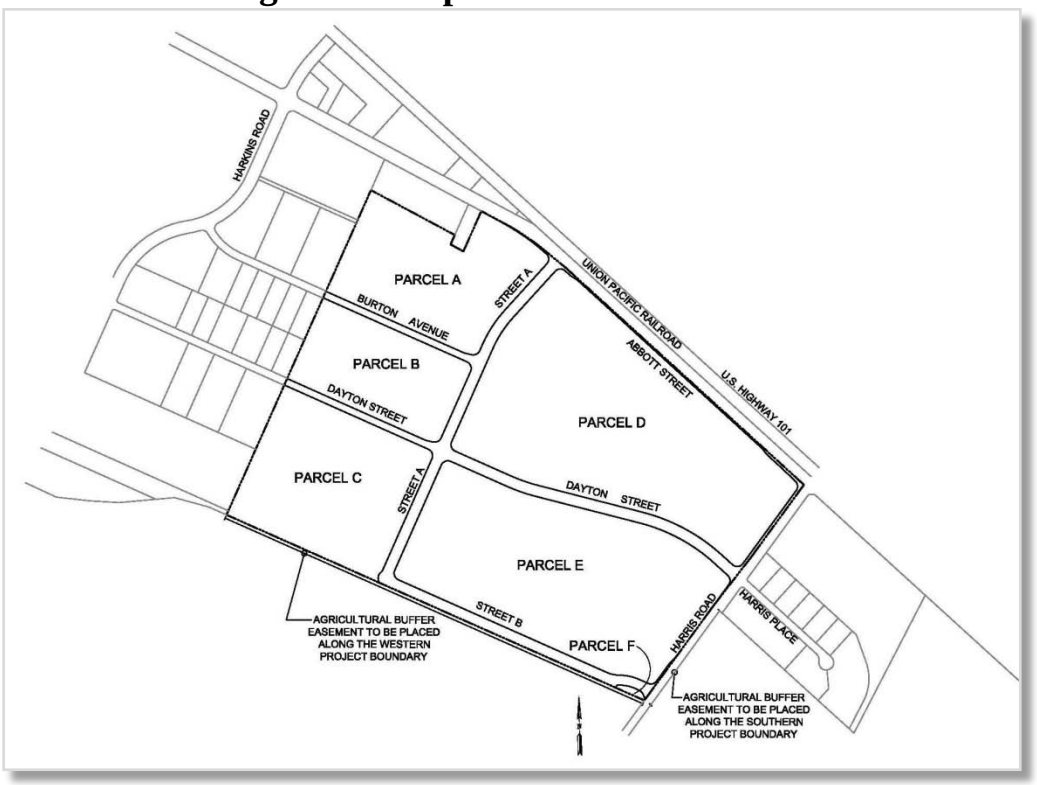
INTERNAL BACKBONE STREET "B"

Street "B" will be adjacent to the *Center's* southwestern boundary and will connect Harris Road and Street "A". The Street "B" ROW will accommodate an 84-foot, four-lane collector with a center two-way left turn lane, bike lanes, curb, gutter, sidewalk (one side only), lighting, and street frontage landscaping (one side only). See Figure 6-6. Street "B" will be controlled by a stop sign at its intersection with Harris Road.

INTERNAL LOCAL STREETS

As the "master" parcels are further subdivided, additional public streets may be constructed to service individual lots and businesses. These streets will include two travel lanes, a center two-way left-turn lane, curb, gutter, sidewalk, lighting, and street frontage landscaping. See Figure 6-7.

Figure 6-1: Specific Plan Circulation



6.4 OFF-SITE IMPROVEMENTS

A Traffic Impact Analysis prepared by Higgins Associates dated December 23, 2008 evaluated the *Specific Plan's* traffic impacts on the local and regional roadway system. The scope of this traffic analysis included intersections and segments required for study by the City of Salinas, the County of Monterey, TAMC, and Department of Transportation (Caltrans). Intersections and analysis scenarios were then finalized after additional consultation with staff from the City of Salinas, Caltrans, the Association of Monterey Bay Area Governments (AMBAG), the TAMC, and the County of Monterey. The study included 34 existing intersections, 4 future intersections, 6 freeway segments, 2 future freeway segments, 15 existing freeway ramps, 4 future freeway ramps, 5 freeway weaving segments and 43 road segments.

The analysis concluded that to mitigate impacts resulting from buildout of the *Plan Area*, the following off-site improvements are required:

- The Abbott Street improvements, including intersections, as described in Section 6.3.
- The Harris Road improvements, including intersections, as described in Section 6.3.
- Installation of an all-way stop at the intersection of the westbound on-ramp of Highway 68 at Spreckels Boulevard.
- Restriping of Harkins Road to add a southbound lane at the intersection of Harkins Road and Dayton Street.

The following improvements are part of, or will be added to, the City's Traffic Fee Ordinance (TFO). Some of these improvements may be constructed by the Master Developer, if required by the City Engineer, and are subject to reimbursement or credit from the TFO:

Intersection	Improvement(s)
Blanco Rd. at Highway 68	Lane Additions; Restriping; Adjust Signal Timing
Fairview Ave./U.S. 101 Offramp at Sanborn Rd.	Left-turn lane lengthening; Signal Installation
Elvee Dr./U.S. 101 Ramps at Sanborn Rd.	Lane Additions; Restriping; Road Extension
Work St./Terven Ave. at Sanborn Rd.	Lane Additions; Restriping; Adjust Signal Timing
Abbott St. at Blanco Rd./Sanborn Rd.	Lane Additions; Restriping
De La Torre St. at Airport Blvd.	Ramp Reconstruction
Terven Ave. at Airport Blvd.	Ramp Reconstruction
Hansen St. at Airport Blvd.	Lane Addition
Hansen St. at Harkins Rd.	Restriping; Signal Modification
Abbott St. at Harkins Rd.	Lane Additions; Restriping
Blanco Rd. at Davis Rd.	Lane Additions; Restriping
Abbott St. at Merrill St.	Lane Additions; Signal Installation
E. Alisal St. at Skyway Blvd.	Signal Installation

Road Segment	Improvement(s)
Airport Blvd. between Terven Ave. & De La Torre St.	Lane Additions; Restriping
Blanco Rd. between Cooper Rd. & Davis Rd.	Lane Additions; Restriping
Blanco Rd. between Davis Rd. & Alisal St.	Lane Additions; Restriping
Fairview Ave. between Sanborn Rd. & U.S. 101 Ramps	Lane Additions; Restriping
Sanborn Rd. between Abbott St. & Terven Ave.	Lane Additions; Restriping
Sanborn Rd. between Terven Ave. & U.S. 101	Lane Additions; Restriping
Sanborn Rd. between U.S. 101 & Fairview Ave.	Lane Additions; Restriping
Abbott St. south of Harkins Rd. to Harris Rd.	Lane Additions, Median Island, Restriping

Freeway Segment	
U.S. 101 between Harris Rd. & Airport Blvd.	Lane Additions; Restriping
U.S. 101 between Airport Blvd. & Sanborn Rd.	Lane Additions; Restriping
U.S. 101 between Sanborn Rd. & John St.	Lane Additions; Restriping

Freeway Ramps	Improvement(s)
U.S. 101 SB Offramp at Airport Blvd.	Lane Additions; Restriping

Railroad	Improvement(s)
Harkins Rd. at Hansen St.	Synchronize traffic signal at Harkins/Hansen St. with the rail road crossing signal.
Harkins Rd. at Abbott St.	Synchronize traffic signal at Harkins/Hansen St. with the rail road crossing signal.
Growers St.	Install RR crossing arm east of Growers St.

In addition, Individual Developers within the *Specific Plan* area will pay development impact fees to the City of Salinas, County of Monterey and TAMC for their fair-share participation related to the construction of local and regional transportation facility improvements needed to mitigate impacts from cumulative development.

6.5 STREET SECTIONS

Figure 6-2: Proposed Abbott Street
(no parking allowed)

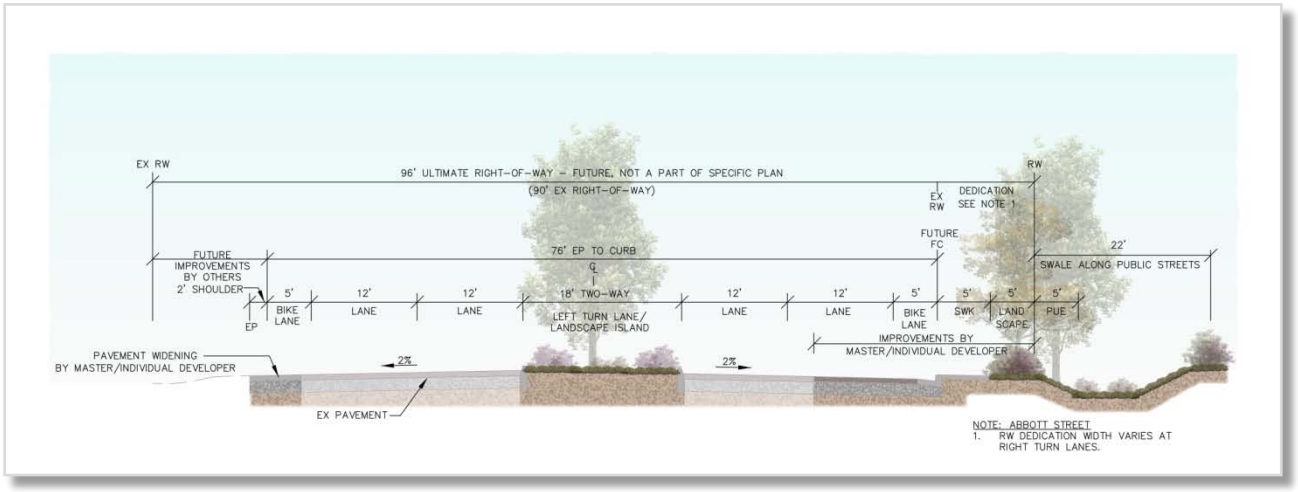


Figure 6-3: Proposed Harris Road, Southwest of Harris Place
(no parking allowed)

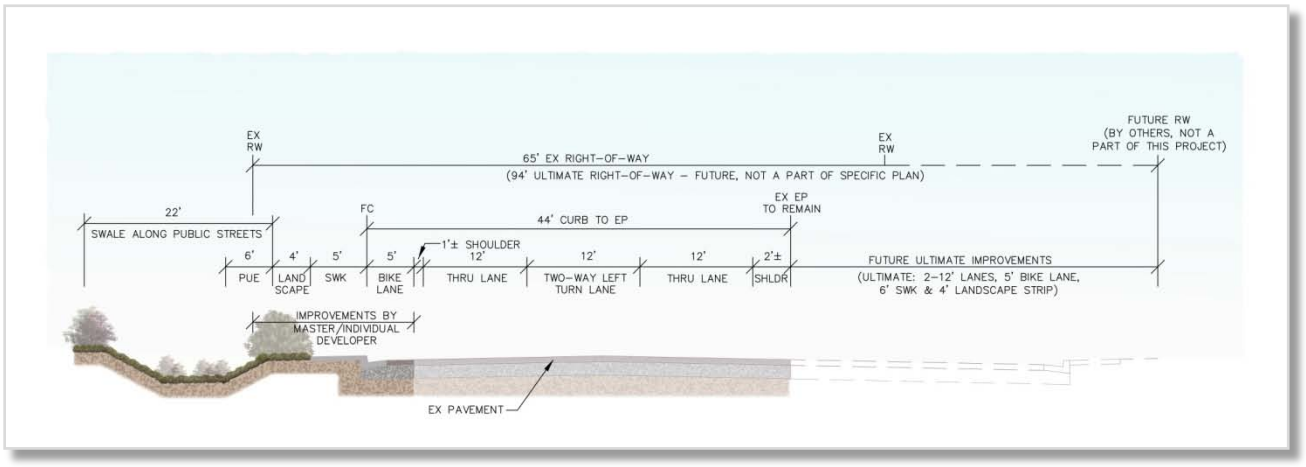


Figure 6-4: Proposed Harris Road, Northeast of Harris Place
(no parking allowed)

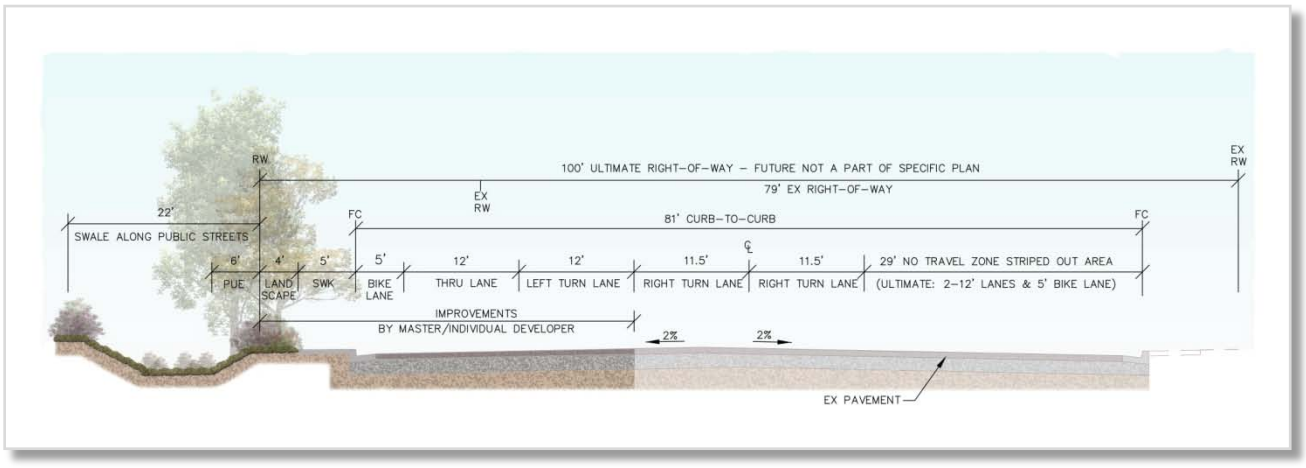


Figure 6-5: Internal Backbone Streets
Street "A" & the Extension of Dayton Street on the East Side of Street "A"
(no parking allowed)

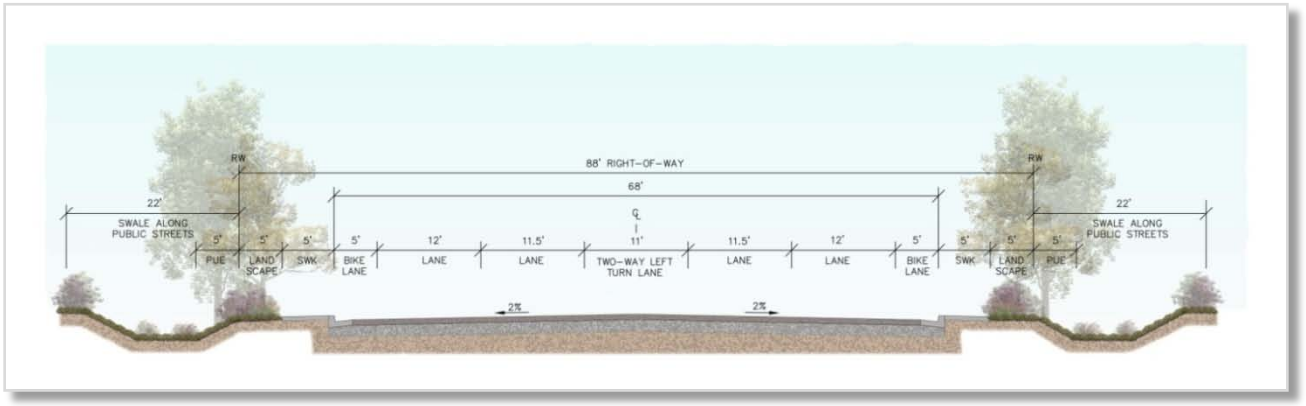


Figure 6-6: Internal Backbone Street
Street "B"
(no parking allowed)

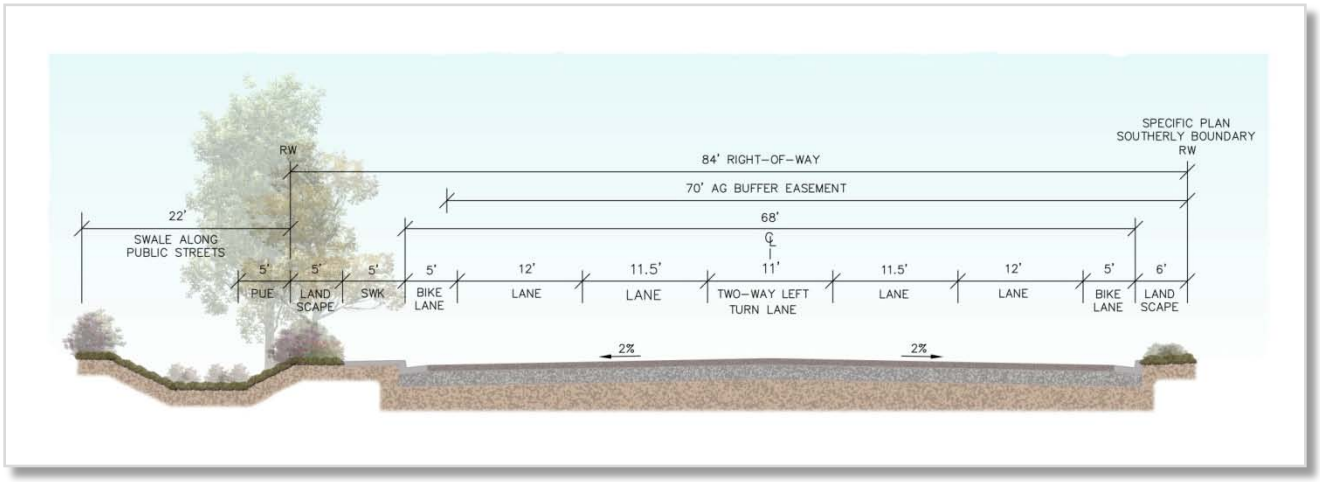
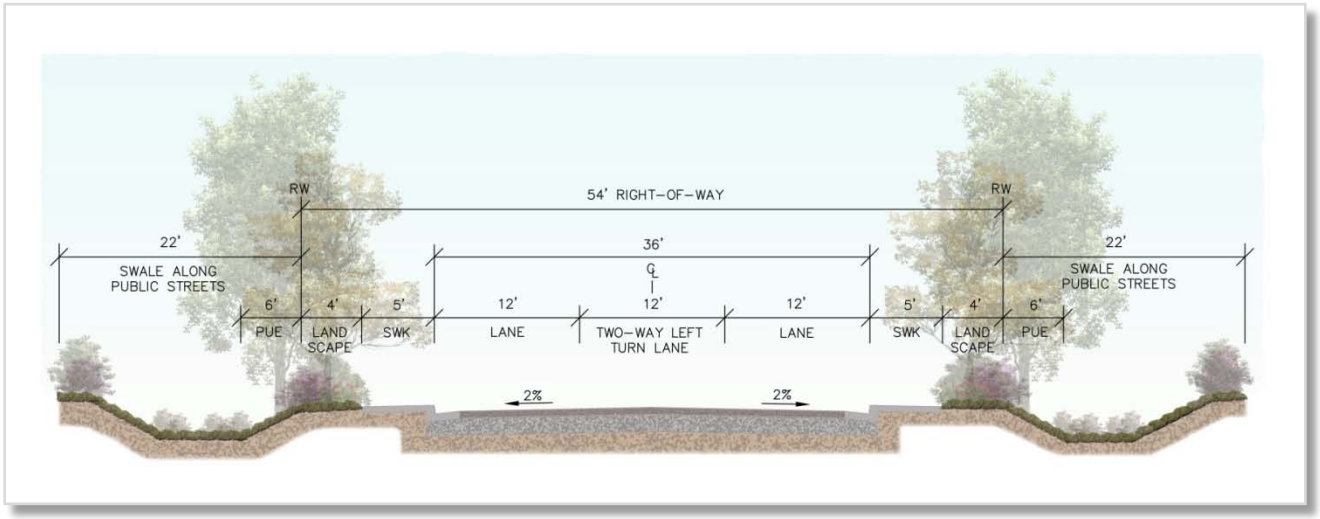


Figure 6-7: Internal Backbone and Interior Local Streets
Extension of Burton Avenue and Dayton Street to Street "A"
and Possible Additional Public Streets
(no parking allowed)

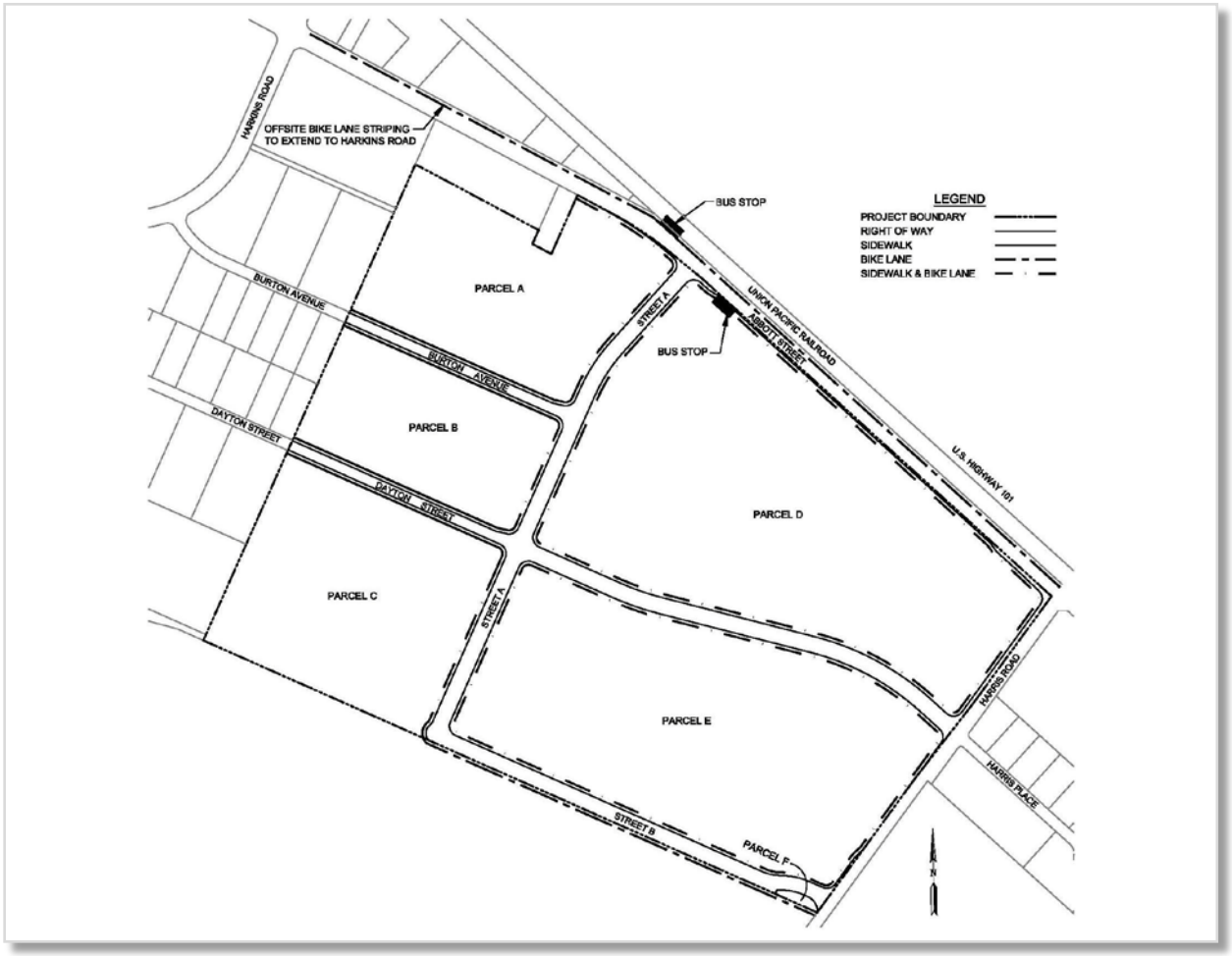


6.6 PEDESTRIAN AND BICYCLE CIRCULATION

The *Specific Plan* acknowledges that future employees may choose alternative transportation methods to travel to work, and therefore emphasizes accessibility to transit, sidewalks, and bike lanes. The *Specific Plan* promotes walking and bicycling by extending existing bike and pedestrian facilities into the *Plan Area*. These features will allow employees to travel easily from local bus routes and surrounding areas into and around the *Plan Area*. The resultant pedestrian and bicycle network promotes the use of alternative transportation methods which provides a reduction in air emissions and the potential effects of the development on climate change.

New sidewalks along the project side of Abbott Street and Harris Road and sidewalks on both sides of all public internal streets (except the southwesterly side of Street "B") will establish pedestrian connectivity to existing facilities north of the *Plan Area*. Similarly, bicycle lanes on-site and extension of the existing lanes at Harkins Road to the project boundary will connect to existing bike lanes to the north of the *Plan Area*. See Figure 6-9.

Figure 6-8: Conceptual Sidewalk, Bicycle, and Public Transit Plan



6.7 TRANSIT SERVICE

Public transit service within Monterey County and the City of Salinas is provided by Monterey-Salinas Transit (MST) and consists of numerous bus routes throughout the City and County. Route 23 runs from Salinas to King City via Abbott Street and U.S. Highway 101 and currently serves the *Plan Area*. Existing bus stops nearest to the *Plan Area* are at the intersection of Abbott Street and Harkins Road, and also northeast of the *Plan Area* at 905 Abbott Street. Transit service to the *Plan Area* will extend to two new proposed bus stops located on the north-bound and south-bound sides of the Abbott Street/Street "A" intersection. Connections to all bus lines can be made at the Salinas Transit Center in downtown Salinas.

6.8 PUBLIC STREET PARKING

Parking is not allowed on the public streets within the *Center*. Each development within the *Specific Plan* area will be self-contained and capable of accommodating its own parking needs on-site. Individual businesses will establish and monitor operational procedures for on-site parking. The use of public streets for parking and staging of trucks is not allowed. Parking requirements for *Specific Plan* uses are discussed in Chapter 5: Development Regulations.

7 RESOURCE MANAGEMENT

7.1 INTRODUCTION

The agricultural industry exists for the purpose of harvesting produce from the fields; transferring it to a preparation facility; cooling, processing, and/or packaging the commodity; and transporting food for purchase and consumption. Ag-processing and manufacturing industries have evolved and now utilize high efficiency processes, equipment, and facilities in the operations. However, by their nature these ag-industrial operations require the intensive use of resources such as land, water, and energy.

Policies, direction and standards are established in this Chapter to both protect the right of adjacent land owners to farm their lands and to assure that their ability to farm continues despite the development of the *Plan Area*. Additionally, standards are set forth to promote the safe handling, use and disposal of potentially hazardous materials. Finally, the green building policies and standards established in this chapter address the consumption and management of natural resources by businesses located within the *Plan Area*, with the aim of optimizing sustainable practices, promoting conservation of natural resources, reducing air emissions and reducing the potential effect of the project on climate change.

This chapter provides information and direction for the management, conservation, development and utilization of natural resources, including agriculture, hazardous materials, water resources and stormwater quality. The chapter also provides provisions for both resource conservation and air emission reductions in order to reduce the effects of climate change from development within the *Plan Area*.

7.2 GOALS AND POLICIES

The following *Specific Plan* goals are in keeping with the Salinas General Plan.

Goal 7-1: ***Preserve existing agricultural land within the County of Monterey.***

Policy 7-1: *Record the Agricultural Buffer Easement Deed over and across the southwest boundary and a portion of the southeast boundary of the Plan Area, prior to or concurrent with filing of the first Parcel Map.*

Goal 7-2: ***Discourage the urbanization of County agricultural lands adjacent to the Plan Area, and establish measures to avoid or minimize conflicts between adjacent agricultural activities and operations within the Plan Area.***

Policy 7-2: *Establish an easement area over Plan Area lands at the industrial/agricultural interface along the southwest boundary and a portion of the southeast boundary* by r*ecording Agricultural Buffer Easement Deed(s) prior to or concurrent with the filing of the first Parcel Map.*

Policy 7-3: *Limit the type of vegetation allowed, within the Agricultural Buffer Easements to low-lying shrubs and drought-tolerant grasses that will not cast shadows or disperse seeds into adjacent cropland.*

Policy 7-4: *Individual Developers of sites within the Plan Area that are within 1,000 feet of active agriculture land shall be required to execute a right-to-farm agreement.*

Goal 7-3: ***Establish practices that reduce hazardous materials-related incidents.***

Policy 7-5: *Handle hazardous materials used within the Plan Area in accordance with applicable regulatory standards.*

Policy 7-6: *Design, construct, maintain, and monitor equipment in order to reduce hazardous material-related incidents.*

Policy 7-7: *Implement safety practices, create safety training response plans, and employ qualified technicians in order to reduce hazardous materials-related incidents.*

Goal 7-4: ***Reduce potential impacts to climate change by offsetting/reducing carbon dioxide emissions.***

Policy 7-8: *Practice facility operation measures that aid in efficient energy usage.*

Policy 7-9: *Practice construction and management measures that use recycled materials, and reduce exhaust and emissions.*

Policy 7-10: *Encourage the use by employees of alternate transportation modes through prioritizing the accommodation of such modes within the Plan Area design elements.*

Goal 7-5: ***Preserve water quality and reduce stormwater pollutant discharge.***

Policy 7-11: *Implement stormwater protection measures, including Low Impact Development, in accordance with applicable regulatory standards.*

Goal 7-6: ***Reduce impacts on the Salinas Valley Groundwater Basin by minimizing water consumption.***

Policy 7-12: *Comply with the City's Water Conservation Ordinance and other applicable water conservation programs of Cal Water.*

Policy 7-12: *Implement low-water using fixtures in restrooms and break areas.*

Policy 7-12: *Utilize low-water using plant materials and water efficient irrigation methods.*

7.3 AGRICULTURE RESOURCES

Historically, the *Plan Area* has been used for agricultural production. The site currently yields leaf lettuce, head lettuce, spinach, celery, cauliflower, and broccoli.

The *Plan Area* directly abuts productive farm land. To ensure the continued productivity of the adjacent agricultural land, the *Specific Plan* Master Developer has entered into an agreement with the Ag Land Trust, a local conservancy dedicated to the preservation of agricultural lands. The agreement provides for the creation of an Agricultural Buffer Easement between the *Plan Area* and adjoining agricultural lands. The Agricultural Buffer Easement will be conveyed by a separate recorded document, and will also be shown on the "master" parcel map for the *Plan Area*. See Chapter 3, Figure 3-3 for the easement location and Appendix F for Agricultural Buffer Easement Deed language. Use restrictions contained in the Agricultural Buffer Easement Deed minimize land use conflicts between the *Plan Area* and the adjoining agricultural uses, and will also have the effect of creating an urban limit line to prevent urbanization of adjacent agricultural parcels. In addition, vegetation along the *Plan Area's* western and southern boundary will be limited to low-lying shrubs and grasses that will not cast shadows or disburse seeds onto adjacent cropland. See Chapter 4, Sections 4.5.5.1 and 4.5.5.3. Chapter 5 also addresses the agricultural-urban interface through the application of building setbacks and specialized landscaping standards along the *Plan Area's* southwestern and a portion of the southeastern boundaries.

7.4 HAZARDOUS MATERIALS

7.4.1 HAZARDOUS MATERIALS – EFFECTS FROM OFF-SITE USERS

Agriculture fields adjoin the southwestern border of the *Plan Area* and portions of the southeastern border across Harris Road. As the *Plan Area* develops, the protection and continued use of the adjacent agriculture fields will be a critical component in preserving the rural and agricultural character of the Salinas Valley. Farming operations may involve the use of pesticides, heavy machinery and other practices that could, but are unlikely to, affect adjacent industrial uses. To reduce potential conflicts, the *Specific Plan* will establish a 70-foot Agricultural Buffer Easement along the *Plan Area's* southwesterly boundary, and a similar, 22-foot easement along its southeasterly boundary. Site features and improvements allowed within the buffer include driveways, parking, underground utilities, public roads, private roads, swales, and restricted landscaping areas.

7.4.2 HAZARDOUS MATERIALS – PROPOSED ON-SITE USES

Agricultural processing and refrigeration activities may constitute a significant portion of the land use within the *Plan Area*. Related facilities may store and use potentially hazardous materials on-site: forklifts and machinery are often powered by electricity and propane; transport vehicles use gasoline and diesel fuel; refrigeration and processing equipment uses ammonia.

Research and development facilities could introduce other materials that may be considered "hazardous".

The businesses anticipated to locate within the *Plan Area* will use various chemicals and solvents considered to be hazardous. The major hazardous material, by volume, anticipated for use within the *Center* is ammonia. Processing and cooling facilities use closed-circuit ammonia systems for refrigeration purposes. These systems do not generate fumes when functioning properly; however, ammonia fumes can be released by accident due to equipment failure or a natural disaster, such as an earthquake.

Cal Water, the water purveyor within the *Plan Area*, may use hazardous materials at their facilities for operational and treatment purposes. Chemicals that might be found on-site include diesel oil, turbine oil, and sodium hypochlorite (liquid chlorine). Additional chemicals may be used to treat nitrates.

Current law requires sophisticated plume analysis and safety measures when designing and operating industrial facilities. The processing plants and cooling facilities within the *Plan Area* will be "state of the art" and substantially more advanced than older existing businesses.

The industries expected to locate at the *Center* will report to, and are regulated by various public agencies including Monterey County Health Department, Environmental Health Agency, Regional Water Quality Control Board, Air Quality Board and OSHA. The facilities will have Risk Management Plans (RMP's) in place. RMP's are reviewed and approved by the Monterey County Health Department: In addition to an RMP, companies will have Injury Illness Prevention Plans (IIPP's), indicating what hazardous materials are on-site with accompanying Hazardous Material Data Sheets (MDS) for each material considered hazardous. The MDS are an integral part of the IIPP.

Chemical storage facilities will be designed, constructed, and operated in accordance with the applicable regulatory standards. Implementation of safety standards, creation of safety training response plans, and employment of qualified technicians are standard procedures in the agricultural industry. The handling of any hazardous waste will be dealt with as required by law.

7.5 GREEN BUILDING PLAN

The *Plan Area* location, land use planning principles, facility layout, and traffic circulation design reduce the potential magnitude of resource consumption, air quality impacts and potential effect on climate change. The industries within the *Plan Area* will consume resources, including large quantities of electricity, natural gas and water. Development of the *Plan Area* will emit GHGs during the construction phases, as well as during the operational phases of the industries. The following policies and standards addressing sustainable site planning, air emissions, alternative transportation, heat island effect, water efficiency, energy efficiency, resources and materials, indoor air quality, and stormwater quality management, promote the sustainable potential of the *Plan Area* and reduce the potential project impacts.

The following subsections set forth green building measures for the *Plan Area*.[1] This language is also included in Chapter 5 (Development Regulations) and Appendix E (Development Regulations Handbook) to ensure implementation of the Green Building Plan.

7.5.1 SUSTAINABLE SITE PLANNING

Establishing the *Plan Area* as an ag-industrial *Center* implements the vision for orderly and appropriate land use development for Salinas, as set forth in the GSA-MOU between the City and County and as confirmed in the MOU Supplemental Agreement. See Appendices A and B. This site is ideal for attaining this vision as well as the *Specific Plan* objectives in Chapter 1. The site location and the *Specific Plan* design principles, standards and development regulations are key factors in promoting the sustainability aspects of the project and also contribute to limiting the project's potential effects on climate change. The following summarizes in list format the site characteristics and *Specific Plan* principles and regulations, citing the *Specific Plan* Chapter, Sections and/or Appendices that regulate the measure.

7.5.1.1 Natural Features:

- The *Plan Area* does not contain habitat for any species on Federal or State threatened or endangered lists.
- The *Plan Area* does not contain any wetlands as defined by US Code of Federal Regulations 20 CFR, Part 230-233 and Part 22.
- The site is not adjacent to any water bodies, defined as lakes, streams, rivers or tributaries which support or could support fish, recreation or industrial use, consistent with the terminology of the Clean Water Act.
- The *Plan Area* is completely outside of the 100-year flood boundaries as defined by the Federal Emergency Management Agency (FEMA).
- The site does not contain any archaeologically significant artifacts or sites.

7.5.1.2 Community Compatibility, Connectivity and Air Emissions:

- The site is adjacent to compatible industrial uses and is not in proximity to existing or proposed sensitive receptor land uses such as residential, schools, hospitals, libraries and parks.
- The *Plan Area* does not affect any lands currently designated or intended for public parks.
- Approval of the *Specific Plan* will establish an Urban Limit for southwest Salinas, west of US Highway 101, through the recording of Agricultural Buffer Easements, thereby

[1] While several of these measures are derived from the U.S. Green Building Council LEED New Construction Guide, the guide is referenced for information only. The LEED Green Building Rating System is a voluntary, consensus-based, market-driven building rating system, and is not a requirement for businesses within the *Plan Area.*

protecting the prime farm lands from urban intrusion beyond this new Urban Limit. See Chapter 9, Section 9.2.3.1 and Appendix F.

- The *Plan Area* is immediately adjacent to existing services including public water, sewer, industrial waste, electric and gas facilities. See Chapter 8.
- The *Specific Plan* establishes a large agricultural-industrial center with efficient access to Highway 101 and other major transportation corridors in order to reduce the dependency on cross-town vehicle trips and to encourage multiple, related businesses to locate in proximity to each other and thus: reduce the number and length of vehicle trips; reduce congestion on local roads; reduce generation of air pollutants and greenhouse gases; and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians. See Chapter 6.
- The *Center* provides a substantial amount of land, specifically designed to accommodate multiple, large industries along with the necessary supporting services. The following design elements within the Specific Plan encourage and capitalize on the synergy resulting from this proximity to reduce air emissions by:

    - Public streets designed to accommodate ease of access for large trucks, with center dual-left turn lanes, large radius returns and no parking, thereby reducing congestion and idle time. See Chapter 6;
    - Master Center signage to aid in location finding, thereby reducing driver confusion, idle time and congestion. See Chapter 4, Sections 4.5.8 and 4.5.8.1;
    - On-site directional signage to keep vehicles moving to their destination with minimal idle time and confusion. See Chapter 4, Sections 4.5.8 and 4.5.8.2;
    - Entrances for line/field trucks separate from passenger vehicles, thereby reducing truck/auto conflicts. See Chapter 5, Sections 5.6 g)9 and Appendix E Line 94;
    - Requirement for self-contained sites, with no loading or maneuvering allowed on the public streets, thereby eliminating conflicts with the public street traffic flow within the center. See Chapter 4, Sections 4.5.4; Chapter 5, Sections 5.6 g)2, 3, 4, and 7 and 5.6 h)3; and Appendix E, Lines 87, 88, 89, 92, and 97;
    - Facility layouts that accommodate truck maneuvering and access areas such as loading docks, transfer areas, and truck parking, thereby reducing driver confusion, truck conflicts, and truck idle time. See Chapter 4, Sections 4.5.2; Chapter 5, Sections 5.6 g) and 5.6 h); and Appendix E, Lines 89, 95, 882 and 883.

7.5.1.3 Alternative Transportation:

- The Master Developer will construct two new Monterey-Salinas Transit (MST) bus stops on either side of Abbott Street at the new signalized intersection with Street A. See Chapter 5, Sections 5.7 (gg)(i) and Chapter 6, Section 6.7.
- The *Specific Plan* includes comprehensive bicycle circulation (see Chapter 6, Section 6.6) composed of the following elements:
    - Class 2 bicycle lanes will be constructed on the major public streets within the *Plan Area.* See Figures 6-5 and 6-6;
    - Class 2 bicycle lanes will be constructed on both sides of Abbott Street along the length of the project frontage. See Figure 6-2;

- Class 2 bicycle lanes will be striped on Abbott Street as an offsite improvement to connect the existing Abbott Street bicycle lanes at Harkins Road to the new *Center* bicycle lanes. See Section 6-6 and Figure 6-8.

- Bicycle parking shall be provided for all uses within the *Plan Area* at a rate of 10% of the required employee/visitor automobile parking spaces. See Chapter 5, Section 5.7 v), and Appendix E, Line 771.
- Sites with 10 or more required employee/visitor parking spaces shall designate, in primary employee/visitor parking location, a minimum of 10% of the total required parking spaces as reserved for carpools, vanpools, and alternative fuel vehicles and shall provide an alternative fueling system (such as an electric vehicle charging area) for at least one employee/visitor vehicle. See Chapter 5, Section 5.6 g)8, and Appendix E, Line 93.

7.5.2 HEAT ISLAND EFFECT

Over 400 trees will be planted within the *Center* public streets, Landscape Buffer Easement, and individual sites. Measures to reduce the potential thermal gradient between the developed and the undeveloped areas include:

- Planting within the Landscape Buffer Areas to provide shade for public sidewalks and required yard areas that otherwise would have likely been paved. See Chapter 4, Section 4.5.5.1(a).
- Planting within the employee/visitor parking lots to shade portions of the paved areas. See Chapter 5, Sections 5.6 l)5 and 5.7 (jj)(4) and Appendix E, Line 1254.
- Light colored, solar reflecting roofing materials and/or coatings having a published reflectance of 0.3 or higher shall be used for the individual, flat-roofed industrial buildings with roof areas of 5,000 square feet or more. See Chapter 5, Section 5.6 f)3 and Appendix E, Line 80.
- Light colored paving materials with a published Solar Reflective Index (SRI) of at least 29 at the time of construction, shall be used for on-site sidewalks, patios, and courtyards within the Plan Area. In addition, the use of pervious materials is encouraged in these areas. See Chapter 5, Section 5.7 (kk)(1) and Appendix E, Line 1312.

7.5.3 WATER EFFICIENCY

Inefficient use of water increases maintenance and lifecycle costs for building operations and increases consumer costs for additional municipal supply and treatment facilities. The businesses and industries locating within the *Center* will benefit from efficient water use strategies. Through implementation of water efficiency strategies, electrical energy demand associated with water pumping, water treatment and wastewater treatment is reduced. Therefore, by reducing the use of water, the *Center* reduces its energy consumption and its effect on climate change. *Plan Area* businesses will also be required to comply with Salinas Municipal Code Chapter 36A "Water Conservation". In addition, the *Specific Plan* implements the following water efficiency measures:

7.5.3.1 Water Efficient Landscaping

Chapter 4 sets the Master Landscaping Program for the *Center*. Implementation of the Program will include the development of Master Landscaping Guidelines (MLG) for the *Center* as well as for the Individual Developers to follow in designing their individual site landscaping plans. Water saving elements (see Section 4.5.3.3b) shall be incorporated into the MLG such as:

- Low water using plant species
- Limited turf areas
- Diversity of species to limit diseases and pest infestations
- Efficient irrigation systems including drip, micro misters
- Limit irrigation application in the winter months
- Establishing monitoring programs for irrigation system function
- Soil analysis and amendments
- Use of mulch to prevent evaporation losses, keep the ground cool, and conserve moisture

Also refer to City Zoning Code Section 37-50.700 in Appendix E, Lines 1265 thru 1296, specifically Lines 1285 thru 1290, "Xeriscape Guidelines".

7.5.3.2 Water-conserving Fixtures

Businesses and industries within the *Center* will use the following water-conserving fixtures for water closets, urinals, lavatory faucets, non-emergency showers and kitchen sinks:

- Water closets shall either be dual flush style (1.6 / 0.8 gallon per flush) or high efficiency toilets (HET) using a maximum of 1.28 gallons per flush.
- Urinals shall be "waterless" or ultra low consumption type using a maximum of 0.125 gallons per flush.
- All faucets shall be equipped with water conserving aerators that restrict flow to a maximum of 0.5 gallons per minute.
- Showers other than emergency showers shall be equipped with shower heads that restrict flow to a maximum of 1.5 gallons per minute.

The use of the above fixtures is anticipated to reduce the corresponding potential water usage in the restrooms and break rooms of the buildings by between 20% and 30%.

See Chapter 5, Section 5.7 (kk)(2) and Appendix E, Line 1313.

7.5.3.3 Process Water

Processing and manufacturing facilities within the *Center* will naturally strive to minimize their water use when feasible for their operations through efficient system design, maintenance, production practices and operations. Inefficient use of water in a manufacturing process

increases operating costs, and thereby affects business profits and competitiveness in the market place. Waste process water produced within the *Plan Area* may be: reused onsite as part of one or more production processes; captured and used to irrigate onsite landscaped areas; and/or it will be reclaimed by connecting waste lines to the City's Industrial Wastewater Collection System. The City's system conveys wastewater to the City's industrial treatment facility, where it ultimately percolates into the underlying aquifer for recharge and reuse.

See Chapter 5, Section 5.7 (kk)(2) and Appendix E, Line 1313.

7.5.4 ENERGY AND EFFICIENCY

Energy production and consumption effect the environment in many ways. The methods of producing energy can impact species habitat, pose threats to human populations, increase green house gas emissions, and impact air quality. Efficient energy use reduces the potential demand for energy and has the added benefit of reducing potential maintenance and lifecycle costs for building operations and decreasing consumer costs. The industries locating within the *Center* will require large amounts of energy to operate their facilities. Food processing is the third largest industrial energy user in the State of California per the California Energy Commission. These businesses and industries within the *Center* will benefit from efficient energy strategies.

Building construction within the *Plan Area* will comply with Title 24 requirements, the provisions of Sections 5.4, 6.4, 7.4, 8.4, 9.4 and 10.4 of ASHRAE/IESNA Standard 90.1-2004 and the requirements of Sections 5.5, 6.5, 7.5 and 9.5 for minimum energy performance. Additionally, the following are specifically included in the *Specific Plan* Development Regulations, as noted:

- Individual Developers within the *Plan Area* will be required to perform fundamental commissioning of the building energy systems for the office employee/visitor areas of the building. See Chapter 5, Section 5.7 (kk)(3) and Appendix E, Lines 1314.
- All HVAC&R units within the *Plan Area* will use zero CFC-based refrigerants. This item excludes small HVAC units such as refrigerators, small water coolers, and other cooling equipment that contains less than 0.5 lbs of refrigerant**.** See Chapter 5, Section 5.7 (kk)(3) and Appendix E, Lines 1314.
- Install light emitting diodes (LEDs) and/or fluorescent light for indoor lighting in all employee/visitor areas, whenever practicable in other building areas, and for outdoor lighting, when feasible. See Chapter 5, Section 5.7 (kk)(3) and Appendix E, Line 1314.
- Windows shall be used in the employee/visitor areas, when feasible, to reduce indoor lighting requirements. See Chapter 5, Section 5.6 e) 4A) and B), and Appendix E, Line 59.
- The office employee/visitor areas of buildings within the *Plan Area* will achieve optimized energy performance by complying with the prescriptive measures of the

ASHRAE Advanced Energy Design guide for Small Office Building 2004. See chapter 5, Section 5.7 (kk)(3) and Appendix E, Lines 1314.

- The installation of Photovoltaic panels, solar water heaters, fuel cells, and other renewable energy sources are allowed on roofs and in other areas of sites, outside the required yards. See Chapter 5, Section 5.7 (kk)(3) and Appendix E, Line 1314.

- Food processing and related facilities shall, when feasible, adopt Industrial Best Practices as discussed in "California's Food Processing Industry Energy Efficiency Initiative: Adoption of Industrial Best Practices", California Energy Commission publication LEC 400-2008-006. See Chapter 5, Section 5.7 (kk)(3) and Appendix E, Line 1314.

7.5.5 MATERIALS AND RESOURCES

7.5.5.1 Storage and collection of recyclables:

Waste produced from industrial processes is large in quantity and most is either reused onsite, salvaged or recycled. For example: vegetable wastes are sold to dairy and cattle farmers; metals, plastics and wood are either reused at the site or sold to salvage companies; paper and cardboard wastes are sold to recycle companies. Individual Developers will, when feasible, designate areas for collection and or storage of the industrial process wastes intended for recycling.

In addition to the large, relatively valuable industrial materials, office and employee uses will produce recyclable materials also. Individual Developers will be required to provide an easily accessible area that serves the office uses and is dedicated to the collection and storage of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics and metals. See Chapter 5, Section 5.7 (k) and Appendix E Lines 455-458 and 464-470.

7.5.5.2 Construction Waste Management:

- Site work new construction: When feasible, at least 50% (by weight or volume) of non-hazardous and non-soil/clearing related construction materials shall be diverted from disposal in landfills and incinerators by methods such as onsite reuse, offsite reuse, donations to charitable organizations, and pickup by, or delivery to, third-party reusers. See Chapter 5, Section 5.7 (kk)(4) and Appendix E, Line 1315.

- Site work reconstruction: At least 50% of the demolished pavement and base material shall be reused onsite in street and parking area pavement reconstruction operations. See Chapter 5, Section 5.7 (kk)(4) and Appendix E, Line 1315.

- Building reconstruction or remodel: Recycle and/or salvage at least 50% (by weight or volume) of non-hazardous construction and demolition materials. See Chapter 5, Section 5.7 (kk)(4) and Appendix E, Line 1315.

7.5.5.3 Building Products Recycled Content:

- Site construction: At least 50% (by weight or volume) of street and parking area base material shall be of recycled materials and/or treated native material. See Chapter 5, Section 5.7 (kk)(5) and Appendix E, Line 1316.

- New and Remodel Building Construction shall implement at least one of the following (See Chapter 5, Section 5.7 (kk)(5) and Appendix E, Line 1316:

    - Use rapidly renewable building materials and products for 2.5% of the total value of all building materials and products used in the projects, based on cost; or
    - Use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% of the total value of the materials in the project, based on cost; or
    - Use building materials or products that have been harvested, recovered or manufactured within 500 miles (one-way) of the project site. Mechanical, electrical and plumbing components and specialty items are not included in the calculation; or
    - Use a minimum of 30% of Forest Stewardship Council (FSC) certified wood-based materials and products for structural framing, general dimensional framing, flooring, sub-flooring, and wood doors and trims.

7.5.6 INDOOR AIR QUALITY (IAQ):

- The office employee/visitor areas of buildings within the *Plan Area* will meet the minimum requirements of Sections 4 through 7 of ASHRAE 62.1-2004, Ventilation for Acceptable Indoor Air Quality. Mechanical ventilation systems shall be designed using the Ventilation Rate Procedure or the applicable local code, whichever is more stringent. Naturally ventilated buildings shall comply with ASHRAE 62.1-2004, paragraph 5.1. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Line 1317.

- Designate exterior smoking areas at least 35 feet away from entries, operable windows and outdoor air intakes. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Lines 1317.

- Management of Indoor Air Quality During Construction**:** Develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phase of the building as follow. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Line 1317:
    - During construction meet or exceed the recommended Control Measures of the sheet Metal and Air Conditioning Contractors national Association (SMACNA) IAQ Guidelines for Occupied Buildings under construction, 1995, Chapter 3.
    - Protect stored and installed absorptive materials from moisture damage onsite.

- If possible, avoid using permanently installed air handlers during construction. If they are used during construction, filtration media with a Minimum Efficiency Reporting Value (MERV) of 8 shall be used at each return air grille, as determined by ASHRAE 52.2-1999. All filtration media shall be replaced with unused media immediately prior to occupancy.

- Low-Emitting Materials will be used in the office employee/visitor areas as follow. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Line 1317:
  - Adhesives and sealants used on the interior of the building shall comply with the requirements of "Adhesives, Sealants and Sealant Primers": South Coast Air Quality Managements District Rule #1168. VOC limits will correspond to the rule effective date of July 1, 2005 and the rule amendment date of January 7, 2005.
  - Architectural paints, coating and primers applied to the interior walls and ceilings shall not exceed the VOC content limits established in Green Seal Standard GS-22, Paints, First Edition, May 20, 1993. Primers must meet the VOC limit for non-flat paint.
  - All carpet and carpet cushion installed in the building interior shall meet the testing and product requirements of the Carpet and Rug Institute's Green Label Plus program.

- Lighting Systems: Lighting controls and/or task lighting shall be provided to a majority of the office occupants to enable adjustment to suit individual task needs and preferences. Lighting system controllability shall be provided for all shared multi-occupant spaces to enable lighting adjustment to meet the group needs and preferences. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Line 1317.

- Thermal Systems: Provide individual comfort controls in the office employee/visitor areas for 25% of the building occupants to enable adjustments to suit individual task needs and preferences. Provide comfort controls for all shared multi-occupant spaces to enable adjustments to suit group needs and preferences. Operable windows can be used in lieu of comfort controls for occupants of areas that are 20 feet inside of and 10 feet to either side of the operable part of the window. Conditions for Thermal Comfort include the factors of air temperature, radiant temperature, air speed and humidity. Comfort system control in the ability to control at least one of the factors in the individual's local environment. See Chapter 5, Section 5.7 (kk)(6) and Appendix E, Line 1317.

7.5.7 STORMWATER QUALITY MANAGEMENT

The State Water Resources Control Board has implemented a National Pollution Discharge Elimination System (NPDES) Program to control and enforce stormwater pollutant discharge reduction per the Clean Water Act. The Central Coast Regional Water Quality Control Board (RWQCB) issues and enforces the NPDES permits for discharges to water bodies in Monterey County and the City of Salinas. The RWQCB stipulated that the City establish development standards to be used in new development and redevelopment to help achieve the goals of the

NPDES permit. The City, in conjunction with the RWQCB, has developed "Stormwater Development Standards" (SWDS) which were adopted October 21, 2008.

The SWDS outline stormwater management strategies and design criteria to limit increases to the peak discharge rate and pollutant loading to the maximum extent practicable through the use of Best Management Practices (BMPs) and Low Impact Development (LID) strategies. The Master Developer and Individual Developer within the *Plan Area* will apply BMP and LID goals in their designs to the maximum extent practicable per the City's SWDS to capture and treat stormwater runoff from the relatively small and frequent storm events as follows:

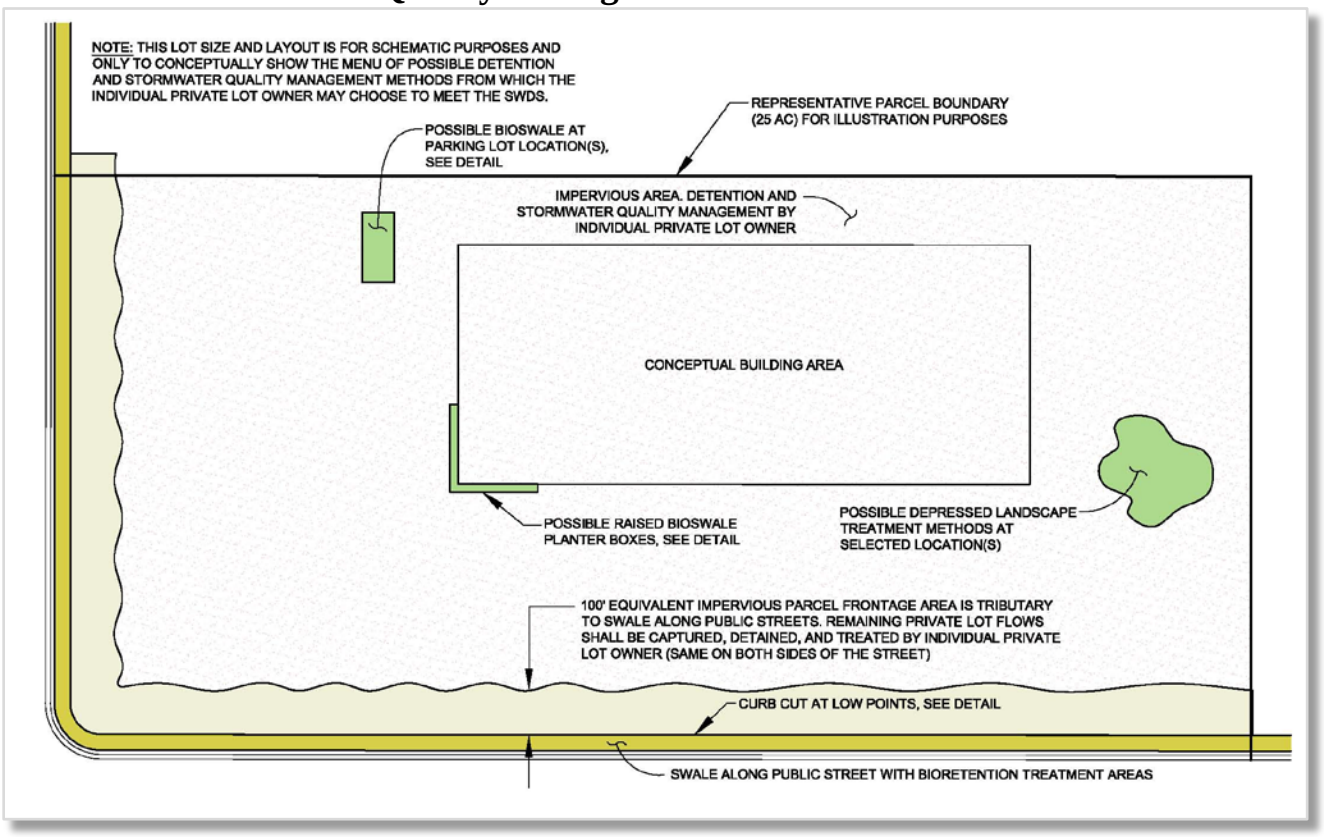
- The post-development stormwater runoff peak discharge rate will not exceed the pre-development discharge rate for the 10-year storm through the installation of detention areas.

- Stormwater Quality Management:
  - Work with the City to apply LID site planning principles early in the development process; identify site plan stormwater quality and management constraints and opportunities through a pre-application Stormwater Control Plan.
  - Implement a "start at the source" site design. The *Plan Area* is expected to consist of future sites of varying lot sizes. Individual Developers will be required to provide stormwater detention and water quality measures. The net effect at *Plan Area* buildout will be the advantage of many small areas distributed throughout the *Plan Area* versus traditional large regional detention and treatment facilities. See Table 7-1 for a list of methods that serve to implement stormwater quality control. See Figure 7-1 for a schematic representation of the methods.

Table 7-1: Menu of Methods For Stormwater Quality Management

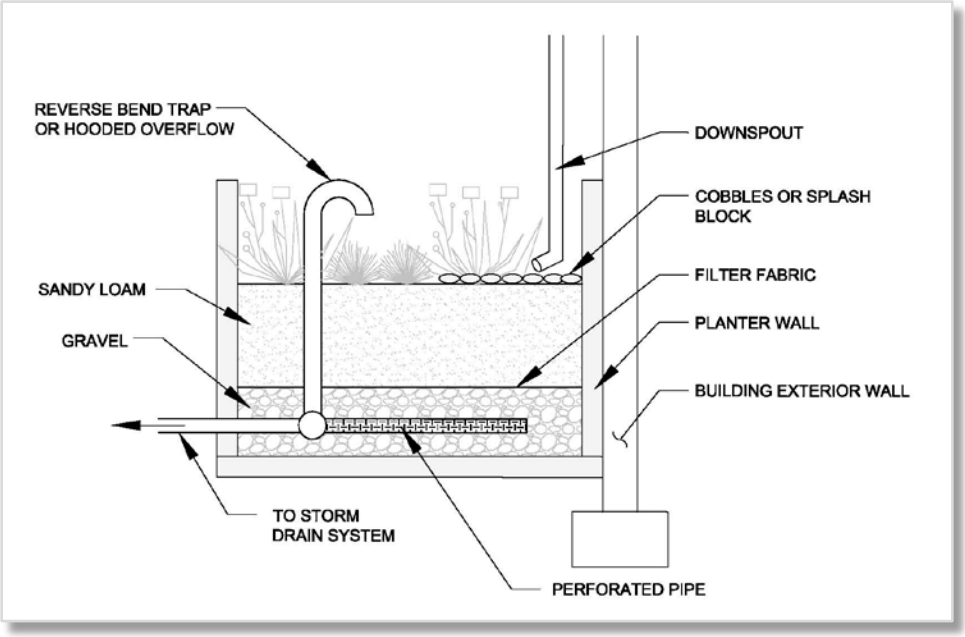
METHOD	LOCATION	MAINTENANCE
Bioretention Areas	Along Public Streets within Landscape Buffer Easement	LLMD
On-Site BMP's such as: • Bioswales • Raised Bioswale Planter Boxes • Depressed Landscape • Bioretention Treatment	Private Lot	Lot Owner

Figure 7-1: Conceptual Lot Detention and Stormwater Quality Management Methods



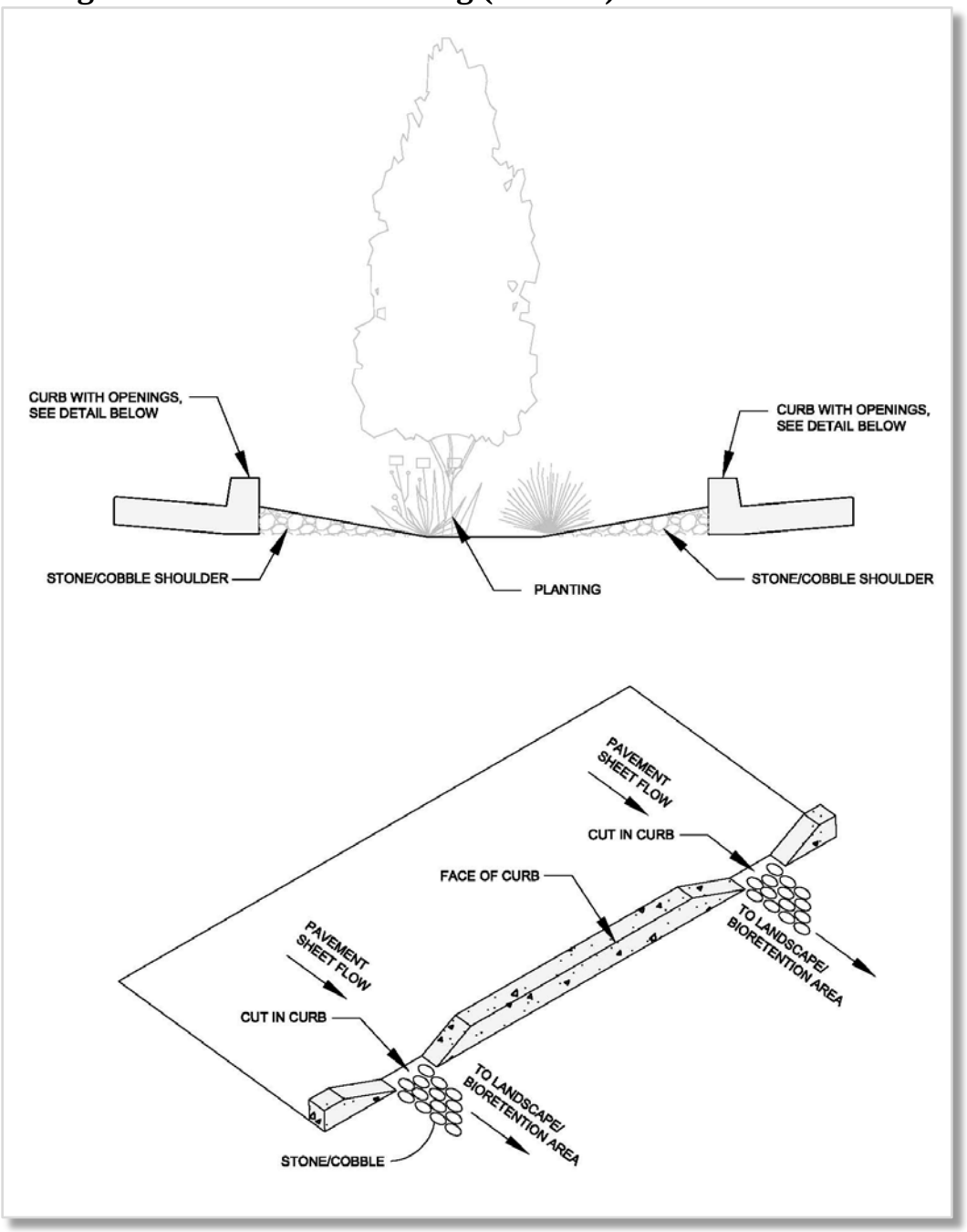
- Maintain the natural topography to the maximum extent practicable with grading and site plan design. The *Plan Area's* proposed master/backbone site and grading plans maintain the pre-development flow pattern and overland release points.
- Implement a grading design that will direct runoff from impervious areas to pretreatment areas to reduce pollutants by disconnecting impervious areas before the flows enter the public stormwater conveyance system.
- Promote infiltration where feasible in areas outlined in the Preliminary Soil Engineering Investigation. Top surface soils offer little to insignificant percolation opportunities. The site, however, will direct all impervious area flows to available open space and landscaped areas to benefit from what percolation is available before the flows enter the designed treatment areas. See Figures 7-2 and 7-3. This possible incidental percolation is in addition to the designed treatment areas.

Figure 7-2: Raised Bioswale Planter Boxes (On-Site)



- Apply selective BMP and LID applications to maximize effectiveness in removing pollutants by prioritizing "bioretention" applications with minimum eighteen (18) inches of soil and a design surface loading rate not exceeding five (5) inches per hour and fed by gravity.
- Minimize significant runoff impact to receiving surface water bodies due to post-development peak runoff rates through the use of detention facilities as described in Chapter 8, Section 8.3.6.
- Capture and treat stormwater runoff from relatively small and frequent storm events where most of the runoff pollutants are generated.
- Redirect street runoff to swales with bioretention treatment areas along the public streets. See Figures 7-4, 7-5 and 8-3. Stormwater runoff from the new backbone public streets and sidewalks will be directed to a swale along the public streets. The stormwater runoff will be captured and detained during high storm events and treated for low-flow events. The roadside landscape/detention area will be sloped at 0.4% to provide low velocities. Gentle slopes along with well-planned landscape planting will provide superior opportunities for water contact time with biological treatment measures within the swale.

Figure 7-3: Swale at Parking (On-Site) and Curb-Cut Detail



- Redirect rooftop drainage to underground infiltration facilities where feasible as determined by the geotechnical engineer.
- Use site landscaping as the prime opportunity site for stormwater treatment, evapotranspiration, and detention.
- Incorporate efficient irrigation methods including the use of drought resistant plants.

Figure 7-4: Biotreatment Area Within The Swale Along Public Streets

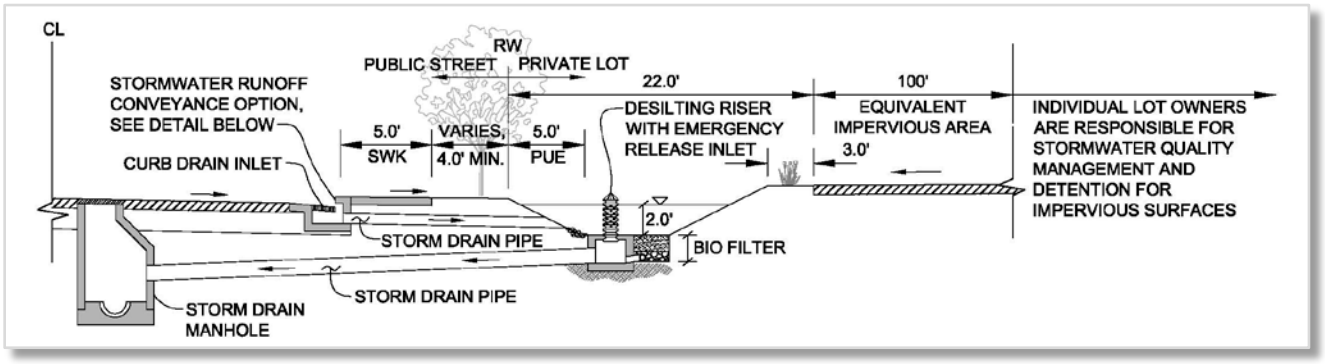
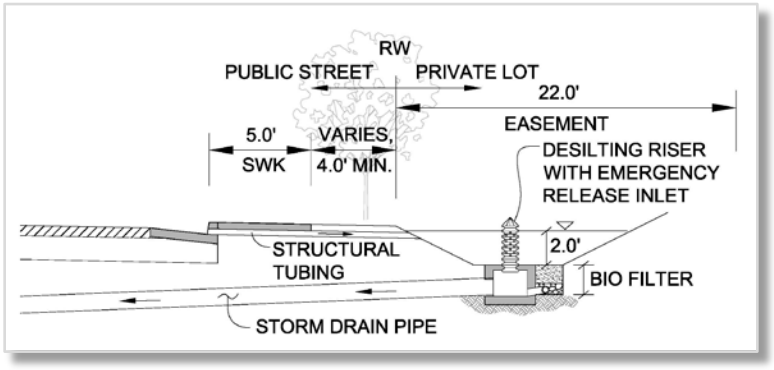


Figure 7-5: Conveyance Option To Biotreatment Area Within The Swale Along Public Streets



- Direct water from vehicle wash areas, waste handling areas, loading areas, fueling areas, or wastewater management areas to industrial waste and sanitary sewer systems per the requirements and regulations contained in the Zoning Code Chapter 36, "Industrial Waste, Wastewater Collection, and Discharge."
- Reduce contact between runoff water and pollutants through use of Source Control measures.
- Limit impervious surface to the maximum extent practicable by introducing landscaping features around buildings and parking areas, reducing drive aisle and parking space size in parking areas, and incorporating pervious pavement where feasible, such as along walkways.

- Construction Activity: The Master Developer and Individual Developers within the *Plan Area* will be required to file a Notice of Intent (NOI) to be covered under the State NPDES General Construction Permit (General Permit) for discharges of stormwater associated with construction activities. In addition, the General Permit will require the Master Developer and Individual Developers to develop and implement a Stormwater Pollution Prevention

Plan (SWPPP) and use of BMPs to control runoff, erosion, and sedimentation from the site during construction. The SWPPP will have two (2) major objectives:

- Identify the sources of sediments and other pollutants that affect the quality of stormwater discharges during construction, and
- Describe and ensure the implementation of BMPs to reduce sediment and other pollutants in stormwater discharges during construction.

- Post-Construction Activity: The Master Developer and Individual Developers will be required to produce a Stormwater Control Plan (SWCP) detailing how post-construction runoff and associated water quality impacts will be controlled, owned, and maintained. The SWCP will address the following major objectives:

  - Identify the sources of sediments and other pollutants that affect the quality of stormwater discharges throughout the life of the development.
  - Identify the approved site BMPs chosen to reduce sediment and other pollutants in stormwater throughout the life of the development.
  - Develop an inspection and maintenance schedule to ensure functionality of the BMPs throughout the life of the development.
  - Identify ownership, maintenance responsibility (name and phone numbers), and maintenance procedures.
  - Prepare Maintenance agreements
  - Identify access easements and right-of-entry for inspection.
  - Maintain records of installation and maintenance activities

Example of a Post-Construction Stormwater BMP Facility

- Both the SWPPP and the SWCP shall be prepared in accordance with the City of Salinas Stormwater Development Standards (October 2008) and other applicable standards, and submitted with the site infrastructure improvement plan approval process.

8 PUBLIC INFRASTRUCTURE

8.1 INTRODUCTION

The *Specific Plan* land use concept envisions high-intensity uses within the *Center*. *Plan Area* facilities will require public utility connections, which will require extending existing infrastructure into the *Plan Area*.

The Public Infrastructure chapter describes the infrastructure improvements needed to facilitate orderly development within the *Plan Area* and ensure adequate capacity for future uses. The infrastructure required to support the overall *Plan Area* is referred to as the backbone infrastructure.

This chapter describes the existing facilities, identifies the public infrastructure needs of the *Plan Area*, and establishes the framework for the necessary expansion of the infrastructure systems for domestic water, storm drainage, stormwater quality, sanitary sewer, industrial waste, and dry utilities (electrical, natural gas and telecommunications.) See Appendix C, Engineers Report, for further information on infrastructure.

8.2 DOMESTIC WATER

8.2.1 EXISTING WATER SERVICE

Four private non-potable irrigation wells serve the farming operations within the *Plan Area*. Three of the wells are located along *Plan Area's* southwestern boundary. A fourth well exists in the southern portion of the *Plan Area*, approximately halfway between its southwestern boundary and Abbott Street. See Figure 8-1.

California Water Service Company (Cal Water) maintains several domestic water facilities near the *Plan Area* including 8-inch water mains in Abbott Street, Harris Road (from Abbott Street to Harris Place), Harris Place, Dayton Street, and Burton Avenue. Cal Water also has an existing pressure pump facility on Dayton Street near Harkins Road.

8.2.2 WATER SUPPLY AND DISTRIBUTION

Cal Water will be the purveyor of domestic water service to the *Plan Area*, and currently serves the existing developments surrounding the *Plan Area*. It owns and maintains the supply, distribution, and storage infrastructure required to provide potable, irrigation, and fire water service. All of the existing water supply for the City of Salinas is groundwater extracted from the Salinas Valley Groundwater Basin, from two hydraulically connected sub-basins known as the East Side Aquifer and the western fluvial or Pressure Zone. Neither source is currently adjudicated, allowing Cal Water to draw necessary water for domestic service. Cal Water's City of Salinas service area has thirty active water wells; it plans to drill twenty-one new wells outside the *Plan Area* over the next twenty years to provide for future growth, and/or to replace existing

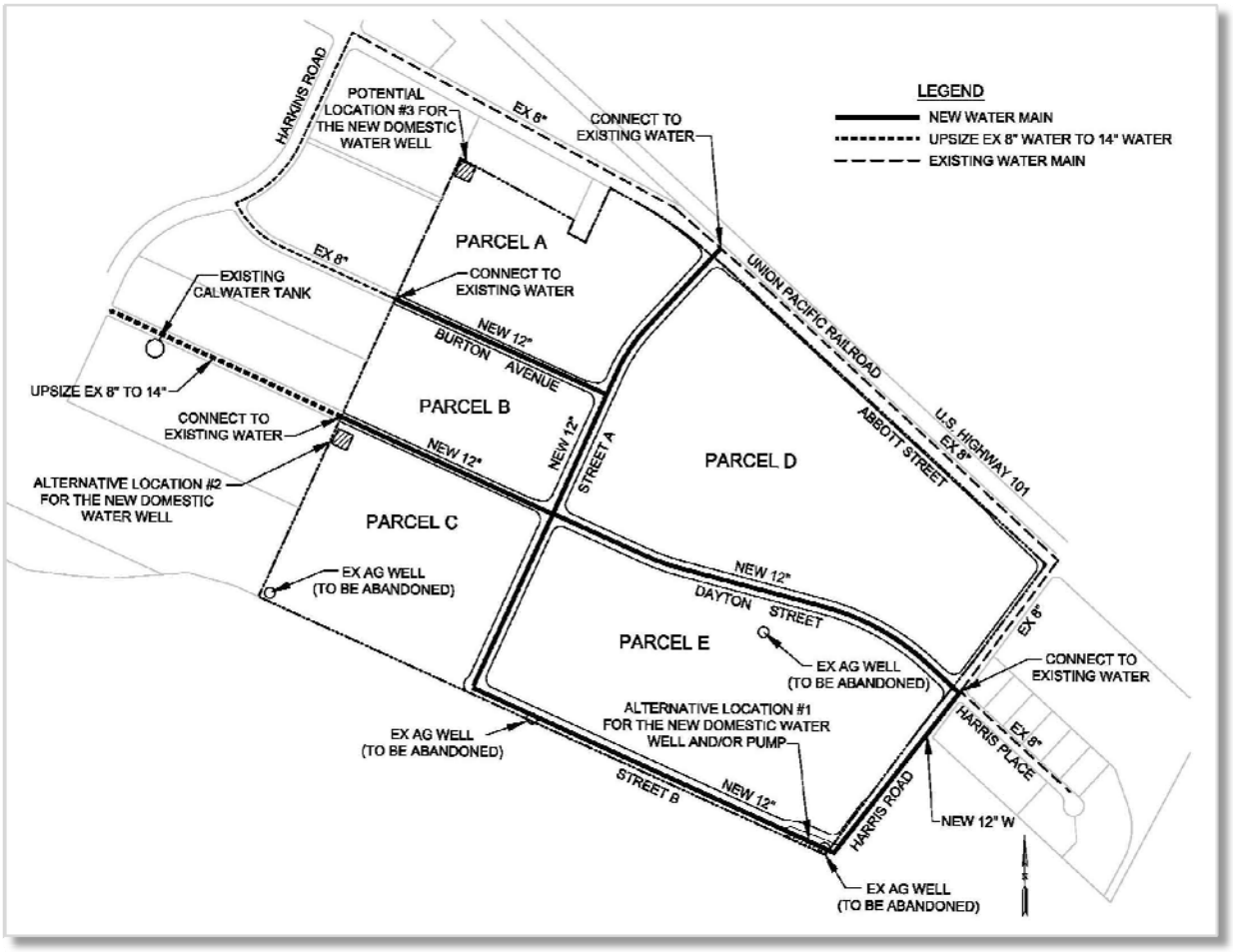
wells that have reached the end of their useful life or need to be taken out of operation due to water quality issues.

At the City's request, Cal Water prepared a "Water Supply Assessment", dated September 23, 2008 that complies with SB 610/SB 622. Using demand forecasts in the Engineers Report prepared for the *Plan Area,* this "Water Supply Assessment" concluded that Cal Water has or will have sufficient water supply to serve the proposed development of the *Plan Area*.

Cal Water has identified the need for three new domestic water wells within the *Plan Area*. The new wells will supplement the existing water system. The four existing irrigation wells would be abandoned per County of Monterey guidelines, and the aforementioned domestic water wells will be installed. Figure 8-1 identifies potential well site locations within the *Plan Area.* Location #1 is shown on Parcel F, at the intersection of Street "B" and Harris Road. Location #2 is situated near the end of existing Dayton Avenue, in close proximity to an existing Cal Water pressure pump facility. Location #3 occurs in the northern corner of Parcel A. The new well design and construction will be completed by Cal Water. Cal Water would purchase the land needed for the new well sites at fair market value. Ownership and maintenance of the wells, including necessary water treatment, will be the responsibility of Cal Water. Each well site could accommodate a well and appurtenances such as:

- Vertical turbine pump(s)
- Pump shelter(s)
- Concrete block building(s)
- Booster pump(s)
- Electrical panel-board, indoor or outdoor
- Sodium hypochlorite treatment tank(s) with secondary containment tank(s)
- Treatment plants
- Ion exchange - 10' x 40' Container(s), each with 2 - 10,000 gallon waste tanks and 1 - 10,000 gallon salt brine tank
- Granular Activated Carbon (GAC) Treatment - up to 5 - 25,000 gallon vessels
- Generator(s) with fuel tank(s) and secondary containment tank(s)
- Hydro-pneumatic tank(s)
- Pump control valve(s)

Figure 8-1: Conceptual Water System



The new on-site water distribution system would consist of 12-inch pipe, and would exist within the backbone rights-of-way (ROW) as shown in Figure 8-1. Connections to the existing water system will occur at the future Street "A"/Abbott Street intersection, and at the ends of Dayton Street and Burton Avenue. Additionally, upsizing from 8" to 14" will occur on existing Dayton Street from the existing Cal Water tank facility to the north east project boundary. The new main in Dayton Street will be connected to the existing line in Harris Road at Harris Place. This will "loop" the existing Harris Place water system. A new water line may also be installed in Harris Road, from Harris Place to Street B, to create a looped system.

8.3 STORMWATER DRAINAGE

8.3.1 EXISTING CONDITIONS

The *Plan Area* is tributary to the Monterey County Water Resources Agency (MCWRA) Reclamation Ditch, located east of the *Plan Area*. The Reclamation Ditch flows through the City from the southeast to the northwest and is part of a larger city-wide stormwater drainage network. The Reclamation Ditch ultimately discharges into the Salinas River near Castroville.

The *Plan Area* and surrounding developments drain into existing City of Salinas-owned and maintained 72-inch and 48-inch storm drain lines located in Abbott Street and Harris Road. The existing 72-inch and 48-inch storm drain main lines flow by gravity in a northeasterly direction under the Union Pacific Railroad tracks and U.S. Highway 101 and outfall into the Reclamation Ditch just south of Heinz Lake. The *Plan Area* stormwater infrastructure will connect to these storm drain lines at existing manholes on Abbott Street and Harris Road.

It was determined from City aerial topography and field visits that approximately 78 acres of offsite drainage area to the west of the *Plan Area* is tributary to the site. It appears that runoff sheet flows toward the western boundary of the *Plan Area* and is collected in a ditch on the west side of an existing ag-road. If the ditch fills to capacity, runoff would release over the ag-road and into the site at a low point along the western boundary.

8.3.2 PROPOSED DRAINAGE

The conceptual grading and drainage plan maintains the existing site release points and therefore the existing MCWRA Reclamation Ditch tributary area.

The *Plan Area* storm drain system will be conventional industry-type storm drain pipe ranging in size from 12-inch to 60-inch designed per City of Salinas design standards. The system will connect to the existing storm drain facilities surrounding the site. Off-site upstream flows will be directed to the storm drain pipe system located along the northwestern boundary and Harkins Road. See Figure 8-2 for more information. Approximately 2,800 feet and 1,300 feet of off-site storm drain pipe will be installed in Abbott Street and Harris Road, respectively, as part of the frontage street improvements.

Development of the *Plan Area* will create impervious surfaces that do not now exist. Stormwater runoff volumes, peak flow rates, and pollutant loading will increase as a result of development. Stormwater detention facilities will be used to mitigate for increases in peak runoff flow rates. LID measures will be used to mitigate for increases in stormwater pollutants. Stormwater detention and LID are discussed further in Chapter 7.

8.3.3 PLAN AREA CONSTRAINTS

The following constraints are present within the *Plan Area*:

1. A Preliminary Soil Engineering Investigation of the *Plan Area* by LandSet Engineers was completed in the summer of 2008. The results of the investigation indicate the surface layer of soil consists of expansive fat clay with little or insignificant percolating properties. Percolation tests produced favorable rates at some isolated locations when extended to depths of 10 feet or greater. However, it was concluded that sustainable percolation facilities are not feasible. See Section 8.3.4 for more information.

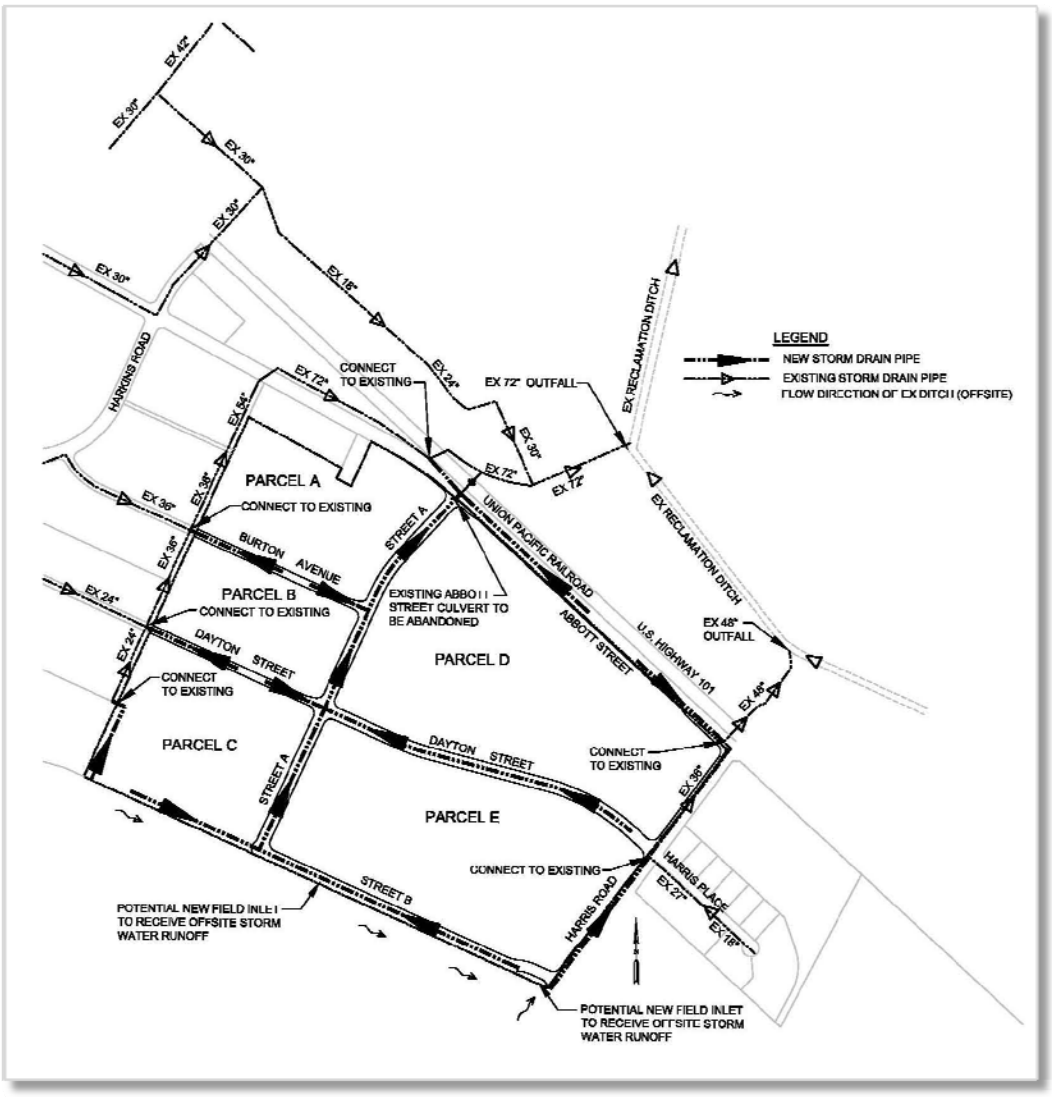
2. Future development of the *Plan Area* will result in large building footprints and high amounts of pavement coverage for parking, loading docks, and storage areas. These features make it a challenge to limit the impervious coverage of the site. However, all impervious surface runoff will be directed to available open space and landscaped areas to benefit from what percolation is available in the surface clay soils before the flows enter the designed treatment areas (See Chapter 7, Section 7.5.7 – Stormwater Quality Management).

3. Future development sites within the *Plan Area* will be required to complete site-specific Stormwater Control Plans in compliance with the latest City of Salinas Stormwater Development Standards (SWDS) (See Chapter 7, Section 7.5.7 – Stormwater Quality Management).

8.3.4 STORMWATER RETENTION

The *Plan Area* has been evaluated for the use of retention basin facilities to infiltrate stormwater into the underlying soil. A Preliminary Soil Engineering Investigation by LandSet Engineers, Inc concluded that long term sustainable retention facilities infiltrating large volumes of water are not feasible based on the presence of surface expansive fat clays extending to a depth of approximately 10 feet and laterally disconnected soil layers of silt, clays, and dense sands at depths of 10 feet to 50 feet. However, every opportunity will be taken to percolate some stormwater runoff at localized areas outlined in the Preliminary Soil Engineering Investigation (such as running some roof leaders to underground infiltrators near buildings).

Figure 8-2: Conceptual Stormwater Conveyance System



8.3.6 STORMWATER DETENTION METHODS

Development within the *Plan Area* will create new impervious surfaces. Runoff volumes, peak flow rates, and pollutant loading will increase as a result of development. Detention facilities will be used to mitigate for increases in peak runoff flow rates. Low Impact Development (LID) measures will be used to mitigate for increases in stormwater pollutants. LID is discussed further in Chapter 7.

Several stormwater detention methods will be available and exist throughout the *Plan Area*. The development of the stormwater detention areas will occur in two phases.

First, the Master Developer will install the backbone public streets and grade a swale in the 22-foot Landscape Buffer Easement area on both sides of the backbone streets (see detention options below). The swale will collect and detain runoff from two tributary areas: 1) the backbone streets runoff, and 2) approximately 100 feet of equivalent impervious area along the portions of individual parcels that front on the Landscape Buffer Easement. The swale will also be used as a Best Management Practice (BMP) for stormwater treatment of the two tributary areas through the use of bioretention treatment.

Second, the Individual Developers will be required to detain and treat runoff from their sites. Individual Developers will be required to comply with the City's Stormwater Development Standards (SWDS). Figures 8-3 thru 8-5 illustrate some detention options available to Individual Developers. The following is a brief description of each detention method:

Swale Along Public Streets - This method uses the 22-foot Landscape Buffer Easement area located parallel and on both sides of the backbone public streets as shown in Figures 8-3 and 8-5A. The swale will have a depth of approximately 2.5 feet and will be located within a multi-functional area used for: 1) landscape or landscape buffer between parcels and streets, 2) detention area to collect and detain runoff from backbone streets and an approximate 100-foot impervious equivalent parcel frontage area, and 3) a BMP water quality treatment area using biotreatment applications. Expected maximum detention water depths would be approximately 2.5-feet. The Landscape Buffer Easement area would accommodate stormwater quality treatment for low flow storm events using flow and volume based applications. High flow storm events would be detained and eventually released at predevelopment rates into the street storm drain conveyance system using flow control devices.

Underground Detention - This method involves using oversized large pipes or exposed bottom chambers available through various manufacturers. Low flow-surface water will be treated prior to entering the below-ground detention areas. Potential application of below-ground facilities will be determined by Individual Developers based on final site design and conditions.

Above-Ground Detention in Paved Areas - Above-ground detention in paved areas involves allowing paved or parking lot areas to pond during large storm events to acceptable limits. Drain inlets or outlet pipes will be used as the metering devices to limit discharge flows to the required rate.

Above-Ground Detention in Depressed Landscape Areas – Similar to detention in paved areas, detention in depressed landscape areas involves an acceptable level of ponding in landscape areas where flows would also be metered within these areas.

Final stormwater detention design for each parcel will dictate the ultimate selection and use of one or a combination of these detention options and accompanying LID measures for that master parcel. See Table 8-1 for a list of methods. All stormwater detention and water quality design criteria will be consistent with the City's Stormwater Development Standards (October 2008). Landscape maintenance districts and/or landscape maintenance agreements will most likely be necessary for the maintenance of these areas.

Figure 8-3: Conceptual Stormwater Quality Management And Detention

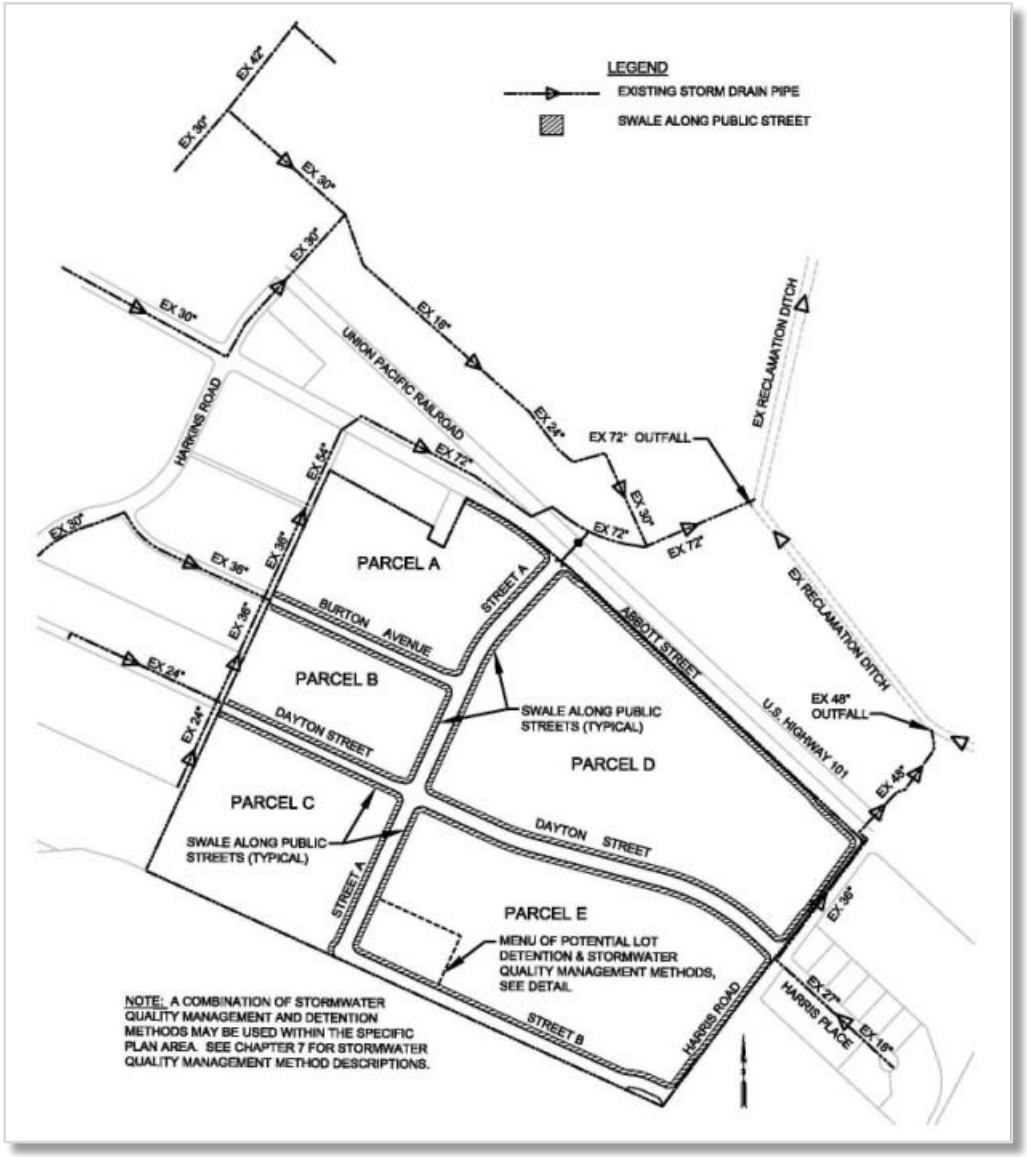


Figure 8-4: Menu Of Potential Lot Detention & Stormwater Quality Management Methods

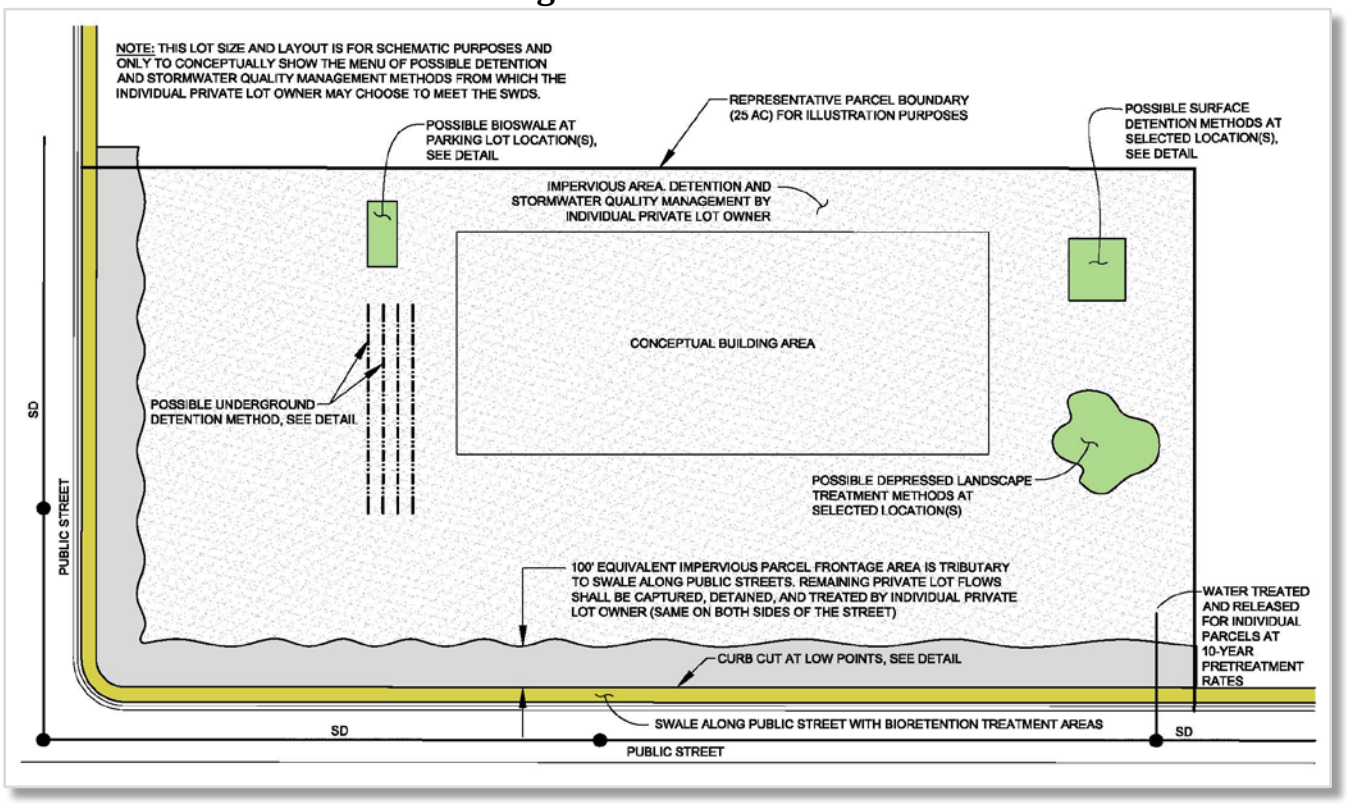


Figure 8-5A: Swale Along Public Streets

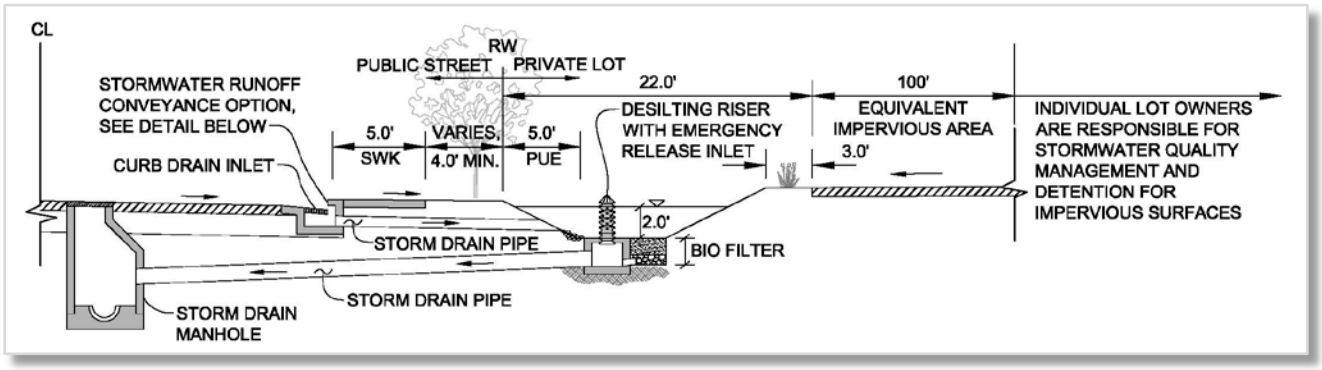


Figure 8-5B: Conveyance Option

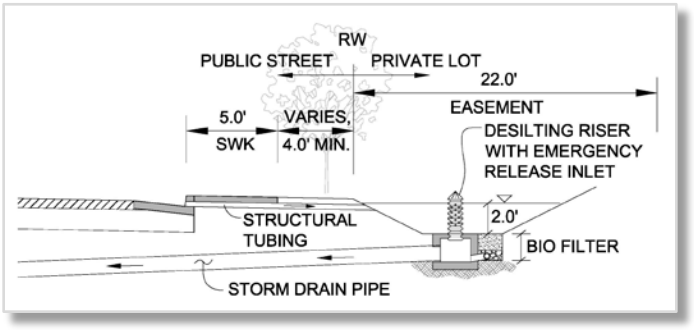


Figure 8-5C: Above Ground Detention In Depressed Landscaped Area

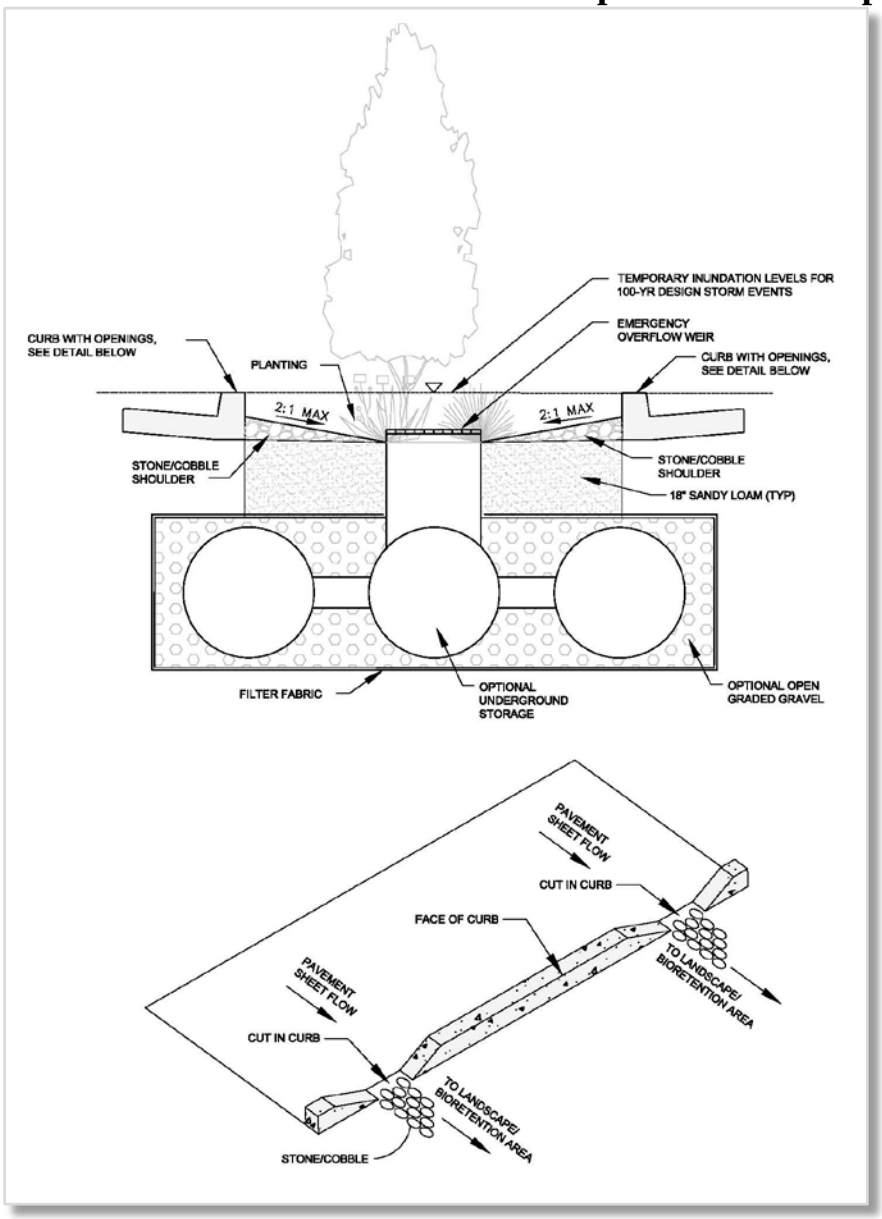


Figure 8-5D: Below And Above Ground Detention

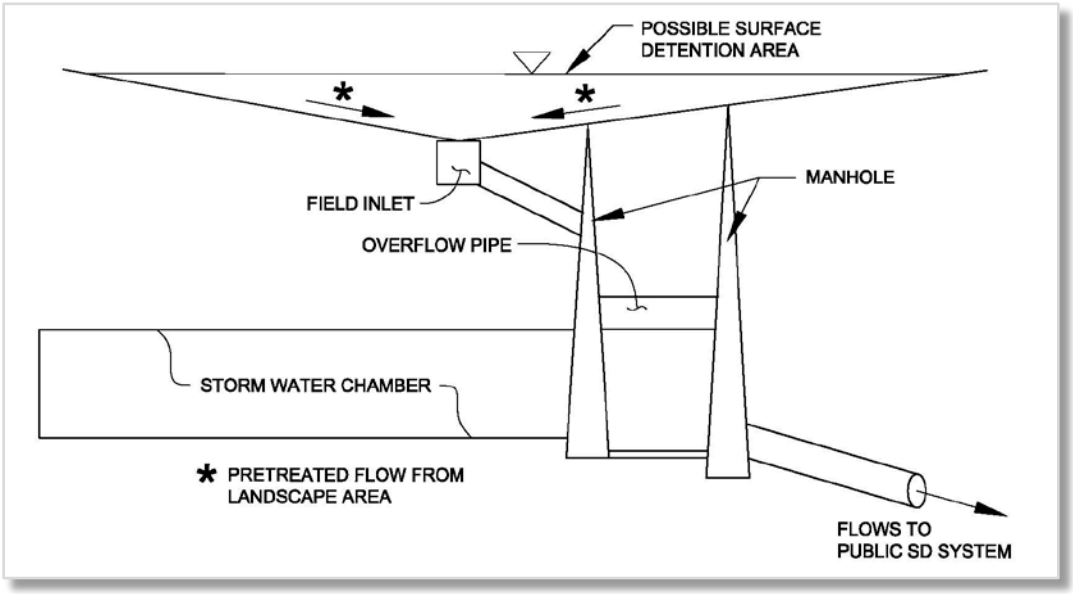


Table 8-1 Menu of Methods For Stormwater Detention

METHOD	LOCATION	MAINTENANCE
Swales	Along Public Streets within Landscape Buffer Easement	LLMD
Underground Detention	Private Lot	Lot Owner
Swales	Private Lot	Lot Owner
Above-Ground Detention in Paved Areas	Private Lot	Lot Owner
Above-Ground Detention in Landscaped/Open Space Areas	Private Lot	Lot Owner

8.4 STORMWATER QUALITY MANAGEMENT

Stormwater quality management strategies and related design criteria are discussed in Chapter 7, Section 7.5.7.

8.5 SANITARY SEWER

The Monterey Regional Water Pollution Control Agency (MRWPCA) handles wastewater for twelve agencies located in Monterey County. The regional wastewater treatment plant has a total treatment capacity of 29.6 million gallons per day (MGD), with 21.5 MGD currently being used. The Monterey County use permit allows for treatment up to 27.0 MGD. The MRWPCA is in the process of revising the permit to allow for full use of the plant capacity. It is estimated that the plant will reach its current capacity between 2020 and 2028. MRWPCA also plans to employ a 15% water conservation plan with its member agencies to reduce wastewater generation. It is estimated the plant will be able to support all anticipated agency growth, including growth within the City of Salinas, through the year 2030 at current plant capacity if this plan succeeds.

The Salinas Pump Station serves the City of Salinas by delivering raw sewage to the Monterey Regional Wastewater Pollution Control Plant operated by MRWPCA. Upstream of the pump station, the sanitary sewer collection system consists of five primary trunk lines and fourteen pump stations. The *Plan Area* is tributary to the Blanco Trunk line.

Plan Area sewage will be collected and conveyed through conventional pipes located within the new backbone rights-of-way. The system will connect to the existing sewer conveyance facilities surrounding the site. See Figure 8-6. Due to the existing grades at the connection points, sufficient pipe cover cannot be achieved through a gravity system. Therefore, a sanitary sewer pump station will be necessary to lift the *Center's* sanitary sewer flows into the city system. The pump station will be located at the northwestern boundary of the *Plan Area* at either Dayton Street or Burton Avenue.

Figure 8-6: Sanitary Sewer System

8.6 INDUSTRIAL WASTE

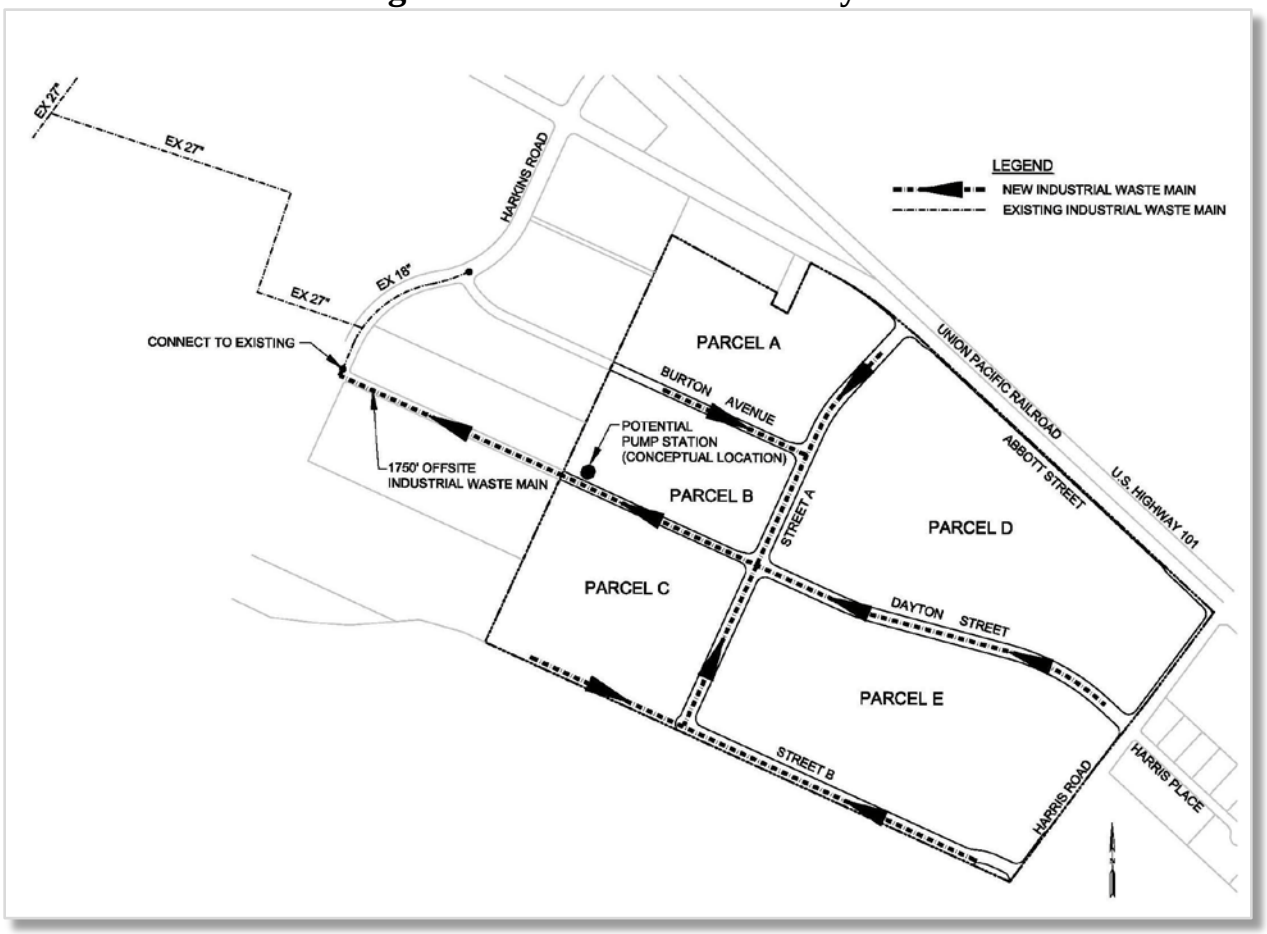
The City of Salinas owns, operates, and maintains an industrial waste treatment plant located on the west side of the City. The industrial waste collection system consists of main lines servicing various industrial and processing facilities.

Based on discussions with the City of Salinas, the existing industrial waste treatment plant will not have sufficient capacity to treat the project's expected industrial wastewater flows. However, the City identified options which will accommodate the first phases of development corresponding to approximately 2.3 MGD beginning in March 2010. These options may include diverting portions of the project's flows to the sanitary sewer system as a short term measure.

The City has discussed options with the Monterey Regional Wastewater Pollution Control Plant regarding details to divert industrial waste flows to the sanitary sewer treatment plant.

The City's consultant, Camp, Dresser, and McKee (CDM) recently completed an action plan that identifies measures to assure adequate industrial wastewater capacity for existing and future users within the City (City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion Final Summary Report, July 2008). The Final Summary Report "identifies near-term and ultimate needs, and provides a feasible framework for meeting those needs". During its meeting of July 29, 2008, the Salinas City Council committed to industrial waste facility capacity expansion that will accommodate all industrial waste generated at General Plan buildout, including buildout of the Plan Area at the City's industrial waste treatment facility. The plant expansion or other intermediate measures for treatment will be in place at ultimate project buildout.

Figure 8-7: Industrial Waste System



The *Plan Area's* industrial waste will be collected and conveyed through conventional gravity pipes within the new backbone road right-of-way as shown in Figure 8-7. Connections to existing City industrial waste system are expected to be made on Harkins Road. Connecting the project flows to the existing industrial waste facilities will include off-site Construction of

approximately 1,200 feet industrial waste line on Dayton Street. Construction of a new industrial pump station will also be necessary and will be located in either of the following locations: on-site on Dayton Street or off-site at the intersection of Dayton Street and Harkins Road.

The City's industrial waste master plan consultant, CDM, will be evaluating these identified off-site improvements as part of the City wide industrial waste master plan study.

8.7 DRY UTILITIES

Dry utilities within public rights-of-way or utility easements will include new underground electric, gas, and telecommunication utilities to all new developments in the *Plan Area*. AT&T currently provides telephone service, and PG&E provides gas and electricity. Existing overhead utility lines along the *Center* frontage of Harris Road and Abbott Street will be undergrounded. Conduit and lines needed to support these services will be placed underground. Transformers and large, above-ground boxes will be screened from the public streets by landscaping. The exact location and configuration of the infrastructure necessary for proposed development will be determined at the time of development.

8.7.1 ELECTRIC

Pacific Gas and Electric Company (PG&E) provides electrical services to the City of Salinas. PG&E has primary power service lines in close proximity to the *Plan Area*. Existing high voltage overhead lines exist on Harris Road and Abbott Street. Per Salinas Municipal Code Chapter 30, Article VI "Underground Installations", existing poles along the Harris Road frontage will be undergrounded by PG&E. PG&E may also be upsizing existing PG&E utilities to service the *Plan Area* at ultimate buildout. The Master Developer or Individual Developers (as applicable) will also be required to implement energy conservation measures and construction practices per Title 24 of the California Administrative Code. PG&E has the infrastructure in place to serve the *Plan Area.*

8.7.2 NATURAL GAS

PG&E provides natural gas service to the City of Salinas. PG&E has primary gas service lines in close proximity to the *Plan Area,* running along Abbott Street. The Master Developer or Individual Developers (as applicable) will be required to implement energy conservation measures and construction practices per Title 24 of the California Administrative Code.

8.7.3 TELECOMMUNICATIONS

Comcast provides cable television and internet service to the City of Salinas. Extension of underground cable networks will be required to provide service to the proposed development. AT&T/SBC and numerous long distance telecommunications companies provide telephone and cellular phone service to the City of Salinas. The service providers have the infrastructure in place to serve the *Plan Area.*

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9 IMPLEMENTATION AND FINANCING

9.1 INTRODUCTION

Changing market conditions, regulations, and increased competition dictate that ag-industrial businesses react quickly in providing new facilities as well as expanding or modifying existing facilities. The entitlement and project approval processes can become the longest single sequence of activities (critical path) in the process of improving and expanding facilities, even exceeding the time to construct the facility. Every day that is saved in processing a project can directly result in the facility becoming productive one day earlier. The previous *Specific Plan* chapters establish the design principles, improvement requirements and the development regulations necessary to provide clarity and certainty for all participants in the design and review process.

This chapter identifies the approval and implementation processes necessary for establishing the *Center* and for developing individual sites within the *Plan Area*. Additionally, the chapter delineates *Specific Plan* administration procedures and procedures for California Environmental Quality Act (CEQA) compliance. Lastly, the chapter provides an overview for *Plan Area* development timing, identifies responsibilities and options for construction financing, and responsibilities and options for infrastructure maintenance.

9.2 ENTITLEMENT PROCESSES

The City of Salinas will act as the lead agency processing the *Specific Plan* and related development applications (*Specific Plan* Development Package). The *Specific Plan* Development Package includes the *Specific Plan*, the *Specific Plan* EIR, the General Plan Amendment application, the Pre-Zoning/Zoning application, the "Master" Parcel Map, and Resolution of application to LAFCO. Local Government actions required to implement this project include:

<u>City Actions (Approval Conditioned on LAFCO's Approval)</u>

- Certification of the EIR
- General Plan amendment to General Industrial designation
- Pre-zoning/Permanent zoning to IG (General Industrial) with Specific Plan (SP) and Airport (AP) Overlay Districts
- *Specific Plan* adoption
- Resolution of application to LAFCO (Sphere of Influence Boundary amendment and annexation)
- "Master" Parcel Map approval

<u>LAFCO Actions</u>

- Consideration of City-certified EIR and CEQA findings
- Approve SOI boundary amendment
- Approve annexation of the property into the Salinas City limits
- Approve annexation of portions of Abbott Street and Harris Road
- Approve annexation to Monterey Regional Water Pollution Control Agency
- Approve detachment from the Monterey County Resource Conservation District
- Approve detachment from Salinas Rural Fire Protection District

Subsequent Actions

- **Master Parcel Map:**
  - Recording of the final Agricultural Buffer Easement Deed by the Master Developer.
  - Filing of the Master Parcel Map with the Monterey County Recorder.
- ***Center* Backbone Infrastructure and Offsite Improvements:**
  - Master Landscaping Guidelines approval and insertion into Appendix H
  - Master Sign Guidelines approval and insertion into Appendix I
  - Approval of the first phase backbone infrastructure and/or offsite grading and improvement plans.
  - Approval of subsequent phase(s) of the backbone infrastructure and/or offsite grading and improvement plans, as necessary to provide services to subsequent development applications.
  - Installation of the Abbott Street landscaped median between Street "A" and Harris Road, once the site plans are complete for all parcels fronting Abbott Street in this area.
- **Subsequent Site Development Approvals:**
  - Filing of subsequent Parcel Maps for further subdivision of the Master Parcels, if necessary.
  - Site Plan Review or Conditional Use Permits for individual uses (see Salinas Municipal Code, section 37-60.220 *et. seq.* and *Specific Plan* Chapter 4 "Design" and Chapter 5 "Development Regulations".
  - Individual Developer Site Improvements:
    - Approval of subsequent phases of the backbone infrastructure grading and improvement plans.
    - Approval of site grading and improvement plans for individual uses.
    - Execute right-to-farm agreements with the Individual Developers of parcels within 1,000 feet of active agriculture land at the time that their site improvement plans are being approved.
    - Establishment of Avigation Easements with Individual Developers of parcels within the AP Overlay Zone.
  - Issue building, grading and demolition permits.

The following sections provide detailed descriptions of various actions and applications.

9.2.1 CITY ACTIONS

Prior to *Specific Plan* approval, the Master Developer must submit the following applications to the City of Salinas:

- General Plan Amendment – An amendment to the City of Salinas General Plan is required to change the property's land use designation to General Industrial (IG) and to revise the General Plan Land Use and Circulation Policy exhibits.
- Pre-Zone Application – Monterey County LAFCO requires that the City pre-zone the *Plan Area* prior to making any submittals to LAFCO. The following City pre-zoning

actions are required:

- IG (General Industrial). Base zoning for the property;
- Specific Plan (SP) Overlay District. The SP Overlay District references this *Specific Plan*, which applies agricultural-related classifications, design principles (*Specific Plan* Chapter 4) and Development Regulations (*Specific Plan* Chapter 5) to promote compliance with the 2006 Greater Salinas Area Memorandum of Understanding (GSA-MOU).
- Airport (AP) Overlay District Development. The annexed lands lying within the Airport Area of Influence as shown in the Salinas General Plan will be placed in the AP Overlay District. Proposals for development within the AP Overlay District are subject to review by the City Manager or designee for conformance with the adopted airport height and use regulations contained in Chapter 4 of the Salinas Municipal Code.

- Resolution of application to LAFCO.
- "Master" Parcel Map – The *Specific Plan* area will initially be divided into five (5) "master" parcels that will be subdivided further as specific users develop the parcels.

The City will process the aforementioned applications concurrently with this *Specific Plan* and EIR preparation. The *Specific Plan*, the *Specific Plan* EIR, the General Plan Amendment application, the Pre-Zoning application, and the "Master" Parcel Map will be grouped together, filed, and processed (per Section 37-60.110 of the Salinas Municipal Code) as a *Specific Plan* Development Package. The City Council will consider the items in the Development Package concurrently at a duly noticed public hearing. The City Council will certify the *Specific Plan* EIR and conditionally approve the development package subject to LAFCO's approval of the City's Sphere of Influence Amendment and annexation requests and subject to the recording of the Agricultural Buffer Easement Deed, a draft of which is included in Appendix F. The City's conditional approval automatically becomes final upon LAFCO's approval of the noted actions.

9.2.2 LAFCO ACTIONS

The GSA-MOU adopted by the City of Salinas and Monterey County anticipated annexation of the *Plan Area* subject to conditions[1]. The City of Salinas will submit a Resolution of Application and all supporting documentation to LAFCO for the reorganization (annexation) of the area included in this *Specific Plan.* See Chapter 2 Figure 2-7: Annexation and SOI Amendment Area. This "reorganization" includes the following:

- Amendment of the City of Salinas Sphere of Influence
- Annexation of subject property, portions of Abbott Street, and portions Harris Road to the City of Salinas[2]

[1] On March 27, 2008, the City of Salinas and Monterey County entered into an Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area (the MOU Implementing Agreement) which supplements and implements the Greater Salinas Area Memorandum of Understanding (GSA-MOU). To the extent that the MOU Implementing Agreement pertains to the Uni-Kool project, references to the GSA-MOU include reference to the MOU Implementing Agreement.

[2] Annexation does not become effective until cleared by the Department of Justice (DOJ) and certification by LAFCO to the State Board of Equalization.

- Annexation to the Monterey Regional County Sanitation District
- Detachment from the Monterey County Resource Conservation District
- Detachment from the Salinas Rural Fire Protection District

The following items may be part of the Reorganization application:

- Master Property Tax Agreement - Concurrently with the execution of the GSA-MOU Implementing Agreement in March of 2008, the City and Monterey County entered into a Master Tax Transfer Agreement which expressly pertains to the *Plan Area* described as the Uni-Kool site in Appendix A and Appendix B.

- Plan For Services – The Plan for Services, to be prepared by the City, forecasts future service and improvement requirements, assigning costs and implementation responsibilities. It is based on the City's best estimate of the future based on existing conditions.

- Farmland Maps – When proposals lead to the urbanization of agricultural lands, LAFCO requires maps indicating soil types, USDA Natural Resources Conservation Service classification system, and the current use of the land.

9.2.3 SUBSEQUENT ACTIONS

9.2.3.1 MASTER PARCEL MAP

The Master Parcel Map can be filed with the Monterey County Recorders' office only after completion of:

- Annexation of the *Plan Area* to the City of Salinas.
- Submittal by the Master Developer of the recorded Agriculture Buffer Easement Deed to the City

A copy of the final, recorded Agricultural Buffer Easement Deed will be inserted in Appendix F of the *Specific Plan* upon receipt by the City.

9.2.3.2 *CENTER* BACKBONE INFRASTRUCTURE AND OFFSITE IMPROVEMENTS

- Master Landscaping Guidelines: The Master Developer will submit the Master Landscaping Guidelines (MLG), prepared by a qualified Landscape Architect for approval by the City Manager, or designee and insertion into Appendix H.
- Master Sign Guidelines: The Master Developer will submit the Master Sign Guidelines (MSG), prepared by a qualified Landscape Architect or Architect for approval by the City Manager, or designee and insertion into Appendix I.
- Backbone Infrastructure Phasing: The design and construction of the backbone infrastructure will be phased in response to the sequencing of the individual site requirements. Offsite traffic or utility improvements required for that sequence will be

part of the respective phase of Backbone Infrastructure plans. Installation of any backbone infrastructure and/or offsite improvements deemed required by the City Engineer in order to provide circulation, utilities and emergency access for a proposed site plan application must be installed prior to occupancy of the use for which they are required. The construction of the backbone infrastructure and offsite improvements will generally sequence as follows:

- First Phase Backbone Infrastructure: Approval of the first phase backbone infrastructure grading and improvement plans.
- Approval of subsequent phase(s) of the backbone infrastructure grading and improvement plans, as necessary to provide services to subsequent development applications.
- Construction of the Abbott Street improvements and signalized intersections will be phased in response to backbone infrastructure and site user sequencing. Abbott Street will be constructed in three phases:
    - Improvement of the first intersection on Abbott Street, either Street "A" or Harris Road, as required depending on site sequencing. Improvement will include curb returns and pavement widening required for a functioning intersection, turn lanes and the portion of the Abbott Street median required for the turn lanes.
    - Improvement of the remaining intersection on Abbott Street, either Street "A" or Harris Road, that was not improved with the first phase. Improvement will include curb returns and pavement widening required for a functioning intersection, turn lanes and the portion of the Abbott Street median required for the turn lanes.
    - Installation of the bus stops and the Abbott Street landscaped median between Street "A" and Harris Road, once the site plans are complete for all parcels fronting Abbott Street in this area.

9.2.3.3 SUBSEQUENT SITE DEVELOPMENT APPROVALS

Proposed developments will be required to obtain permit approvals beyond those described in Section 9.2. Each application for such permits shall be consistent with the goals and policies of the General Plan and this *Specific Plan*, and shall comply with the use regulations and development standards of the Salinas Zoning Code, as modified by this *Specific Plan.*

- Subsequent Parcel Map(s) – Parcel Maps will be used to further subdivide the "master" parcels into individual parcels suited to the needs of Individual Developers.

- Site Plan Review or Conditional Use Permit – A Site Plan Review or Conditional Use Permit will be required for each proposed use by an Individual Developer, per *Specific Plan* Chapter 3, Table 3-1. Site Plan Review and Conditional Use Permit applications shall be reviewed pursuant to the provisions of the Salinas Municipal Code as modified by the provisions of this *Specific Plan* (See Chapters 3, 4 and 5). Landscaping and signage shall conform to the Master Landscaping Guidelines (Appendix H) and the Master Sign Guidelines (Appendix I). Applications must also be accompanied by the Land Use Map (Appendix D), updated to reflect the requested Land Use and any

subsequent Parcel Map. Upon approval to the site plan or CUP, the City shall replace the map in Appendix D with the updated Land Use Map.

- Site Improvement Plans and Grading Permits – Grading and improvement plans for individual site improvements, including any truck route signage/control plans will be required for construction, along with related City plan checks, permits and fees. Improvement and Grading Plans will comply with program EIR mitigation measures defined in Appendix K, City standards and with all conditions of approval.

- Building Permits – Building permits from the City shall be required for building construction and/or demolition pursuant to the latest editions of the California Building Code in effect at the time of application. Various fees, including impact fees for the City of Salinas Traffic Fee Ordinance, TAMC, and the County of Monterey will be paid prior to or concurrent with the first building permit.

Site Plan Review, Conditional Use Permit, Site Improvement Plan, Grading Plan, and Building Permit approvals will require compliance with the Green Building Plan measures described in chapters 5, 7 and Appendix E. Staff approval/permit issuance for each of these applications serves as satisfactory evidence that the Green Building measures have been implemented, and that the intent of the Green Building Plan has been met.

9.3 SPECIFIC PLAN ADMINISTRATION

The following sections set forth the steps for administering development within the *Plan Area*. Applications for development within the *Center* will be subject to the *Specific Plan* goals, policies, design principles, and Development Regulations that only apply to the *Plan Area*. Fundamentally, the *Specific Plan* provides a framework for applying existing applicable City regulations, exclusive standards for the *Plan Area*, and the procedure for amending those regulations and standards. The key components in administering the *Specific Plan* include:

- *Specific Plan* Consistency Determination;
- Minor Amendments to the *Specific Plan;*
- Major Amendments to the *Specific Plan;*
- "Master" Parcel Map;
- Infrastructure Improvement;
- Administering Specific Plan land uses, design principles and Development Regulations; and
- Environmental Impact Report
- Monitoring the Mitigation Measures established in the Project EIR.

9.3.1 SPECIFIC PLAN CONSISTENCY

Future projects in the *Plan Area* will be checked for consistency with the intent of the goals, policies, and development regulations of the *Specific Plan.* This determination will be the responsibility of the City Manager or designee.

9.3.2 MINOR AMENDMENTS TO THE SPECIFIC PLAN

Minor Amendments to the *Specific Plan* may be approved administratively by the City Planner. A request for a Minor Amendment to the *Specific Plan* will generally be limited to the following:

1) An amendment that involves minor changes in building location, design, floor area ratio, floor plan, signage, landscaping, parking, or driveway orientation (Municipal Code Section 37-60.1240 paragraph (a)(1)); and
2) Does not involve a change of use, density, or intensity of development (including FAR), or introduction of new or intensified environmental impacts not previously analyzed, and does not change the character of the project. (Municipal Code Section 37-60.1240 paragraph (a)(2).)

9.3.3 MAJOR AMENDMENTS TO THE SPECIFIC PLAN

Major Amendments to the *Specific Plan* will follow the amendment procedures established by the Government Code (Sections 65350 through 65358, 65453, 65454, and 65456) and as set forth, below.

If a request for amendment does not generally fit the definition of a Minor Amendment as determined by the City Planner and defined in Section 9.3.2, above, then the request shall be considered a Major Amendment. This *Specific Plan* defines two (2) categories of Major Amendments:

1) Type 1 Major Amendment: an amendment request that seeks one or more of the following:
    a) Additions or major changes to Table 3-2, "Plan Area Land Use Distribution";
    b) Introduction of a new use to "Land Use Classifications", Table 3-1 that would not otherwise reasonably fit into an existing Land Use category;
    c) Increase to the maximum allowable "Major agricultural Processing" acreage, beyond the maximum acreage shown in Table 3-2.
    d) Major changes in standards for floor area ratio, parking, allowed uses, density or intensity of development; or
    e) Introduction of new or intensified "significant" environmental impacts not previously analyzed that change the character of the project.

    Type 1 Major Amendment requests shall be processed in the same manner as an application for the original approval of the *Specific Plan.*

2) Major Amendment Type 2: an amendment request that does not strictly fit one or more of items 1a thru 1e for Type 1 Major Amendments, above. Type 2 Major Amendment requests may be approved administratively by the City Manager or designee.

9.3.4 "MASTER" PARCEL MAP

A Master Parcel Map will create the "master" parcels shown on Figure 3-3.

Re-subdivision of Master Parcels shall be allowed using the Parcel Map process (Salinas Municipal Code, Chapter 31, Article V, Section 31-501 *et.seq.*). Re-subdivided parcels shall be consistent with the minimum lot sizes set forth in *Specific Plan* Table 5-1 and accompanying notes. Each future Individual Developer requiring a Parcel Map shall provide the application materials as required by City ordinances (Section 31-501.3).

9.3.5 REQUIRED INFRASTRUCTURE IMPROVEMENTS

When an individual development project is submitted for review, the proposed infrastructure component will be evaluated for adequacy to serve the proposed project and for compatibility with the overall systems within the *Plan Area*. The City will identify infrastructure improvements necessary to develop the subject parcel, as a condition of each Parcel Map, Conditional Use Permit or Site Plan Review approval. These improvements may include on-site and off-site roadways, sanitary and industrial water, sewer, storm drainage, parking and other improvements. See Section 9.2.3.

9.3.6 ADMINISTERING SPECIFIC PLAN LAND USES, DESIGN PRINCIPLES, AND DEVELOPMENT REGULATIONS

a) Land Uses: Individual site applications for Site Plan Review or a Conditional Use Permit must be accompanied by the Land Use Map (Appendix D), updated to reflect the Land Use being requested for the parcel subject to the application. Upon approval to the site plan or CUP, the City shall replace the map in Appendix D with the updated Land Use Map.

b) Design Principles: Proposed site development plans must be in conformance with: the design principles presented in Chapter 4; Master Landscaping Guidelines (Appendix H); and the Master Sign Guidelines (Appendix I).

c) Development Regulations: Chapter 5, "Development Regulations" modifies Zoning Code Articles III and V for the *Plan Area.* Appendix E presents the Development Regulations, correlated with the respective sections from Zoning Code Articles III and V that they replace or modify. Designers, Developer and Administrators of the *Specific Plan* should use Appendix E in tandem with Chapter 5 to become familiar with the exact portions of the code being modified.

9.3.7 ENVIRONMENTAL IMPACT REPORT

As noted in Section 1.4.4, the appropriate environmental assessment for the adoption of the *Specific Plan* will be a Program Environmental Impact Report (EIR) as provided in Section 15168 of the CEQA Guidelines. The Program EIR provides the "first tier" environmental review of the project, and also provides the City with a single environmental document as a baseline to evaluate subsequent proposed developments within the *Plan Area*. Individual projects that are consistent with the regulations established by this *Specific Plan* and with the thresholds established in the accompanying technical reports and Program EIR shall not require

subsequent environmental review, unless specifically required by CEQA when the project's Initial Study identifies project-specific significant impacts not anticipated by the *Specific Plan* Program EIR.

9.3.8 MITIGATION MONITORING

A mitigation monitoring program consistent with Public Resources Code Section 21081.6 will be adopted with the Final Environmental Impact Report for this *Specific Plan*. Mitigation measures identified in the Salinas Ag-Industrial Center *Specific Plan* Environmental Impact Report shall be implemented in the development of the *Plan Area*.

9.3.9 IMPROVEMENT STANDARDS

Specific Plan Improvements: All projects within the *Plan Area* are subject to the City's adopted improvement standards in effect as of the date of approval of this *Specific Plan*, subject to all provisions in the *Specific Plan*, including the modified land use classifications, standards, design principles, and the Development Regulations contained in Chapter 3, 4, 5 and Appendix E of this *Specific Plan***.**

Conflicting Standards

In keeping with the provisions of the *Specific Plan* Overlay District (Section 37-40.090 of the Salinas Municipal Code), use classifications and standards, design principles and development regulations of this *Specific Plan* modify those contained in Article III and Article V of the Salinas Municipal Code. Where a conflict occurs between the provisions of this *Specific Plan* and the base district regulations, supplemental regulations or other provisions of the Municipal Code, the *Specific Plan* goals, policies and regulations shall prevail (Section 37-40.120 of the Salinas Municipal Code).

9.4 DEVELOPMENT TIMING AND FINANCING

Site development within the *Plan Area* will occur on an incremental basis. The configuration, number and timing of the increments will be based on the demands of the individual users. The backbone infrastructure will be constructed incrementally to meet the requirements of the respective site development patterns. The first increment of backbone improvements will provide all infrastructure necessary to support the first development increment, as will each subsequent increment. The lands may remain in agricultural production until the *Plan Area* begins to develop. As incremental development occurs, remaining undeveloped portions of the *Plan Area* may continue to be farmed.

Backbone infrastructure will be provided by the Master Developer or his designee and will be privately financed. Certain public infrastructure improvements that are part of the Traffic Fee Ordinance are subject to standard reimbursements from the City of Salinas. Public water facilities will be constructed and funded by Cal Water. Individual users will be required to provide and finance all improvements necessary for parcel-specific development.

9.4.1 INCREMENTAL DEVELOPMENT

Backbone infrastructure will be constructed incrementally to support staged development. The configuration and location of each development stage/increment will dictate the timing, extent, and location of specific improvements necessary to support that respective stage. The first development stage will provide necessary access to Abbott Street and/or Harris Road, together with portions of the *Center* infrastructure necessary to support the development's proposed first uses. Similarly, subsequent development increments will provide all infrastructure necessary to support their respective uses.

Initial Development – The initial development will provide a primary street access to Abbott Street and/or Harris Road, along with portions of the internal public street system necessary to serve the first user(s) and all associated street improvements, street landscaping, lighting, utility connections, etc., as described below:

- **Abbott Street and/or Harris Road Improvements** required to access the first site user(s) will be installed in the initial phase. Improvements will be either a new traffic signal at the Abbott Street/Street "A" intersection or signal modifications to the existing Abbott Street/Harris Road traffic signal, depending upon whether Street "A" or Harris Road is required for primary access. Abbott Street frontage improvements will be those necessary to accommodate the new intersection and will include all associated infrastructure. See Section 9.2.3.2.

- **Internal Public Streets** will consist of the portion(s) of internal "backbone" streets (Street "A", Street "B", Burton Street, or Dayton Street) necessary to serve the initial development stage, depending on its location. The portions of the public streets connecting existing Dayton Avenue, Burton Street or Harris Road may be required, depending on the circulation needs and location of the initial development increment. Internal public street improvements will include street paving, curbs, gutters, sidewalks, street landscaping, street lighting, street signage, and utilities.

- **Public Utility Improvements** necessary to serve the initial development increment include storm drains, stormwater detention/treatment swales (depending on the chosen detention option), sanitary sewer mains, a sanitary sewer pump station, potable water mains, industrial waste mains, industrial waste pump station and underground "dry" utility related improvements;

- **Site Development Improvements** consist of the site-specific improvements necessary to support the proposed initial stage use(s). Improvements include items such as street frontage improvements, utility extensions, utility laterals and connections, site access roads and driveways, parking facilities, loading areas and docks, landscaping, lighting, signage, and facilities for the proposed use.

- **Off-Site Improvements** consisting of the restriping of Harkins Road to add a southbound lane at the intersection of Harkins Road and Dayton Street will be require with the initial increment only if it includes the connection of the backbone streets to existing Dayton

Street. Some off-site improvements and *Center* frontage improvements will be subject to reimbursements for the respective impact fee funds.

Subsequent Development – Development proposals subsequent to the "Initial Development" proposal will provide all infrastructure necessary to support each development increment's use(s). Required infrastructure includes public streets necessary to provide primary access to the site(s) and all associated street improvements, street landscaping, lighting, utility connections and looped water mains, storm drainage and detention facilities, and other required improvements. Improvement components include:

- **Abbott Street and/or Harris Road Improvements** will include remaining intersection and/or frontage improvements not previously installed, depending on the location of the specific incremental development and the infrastructure necessary to serve it. Improvements may also include traffic signal improvements that were not previously constructed, depending upon traffic volumes and which primary access is required. When required, new intersection improvement will include street paving, curbs, gutters, sidewalks, street landscaping, street lighting, street signage, and utilities necessary for a functioning intersection.

- **Internal Public Streets** will consist of the portion(s) of internal backbone streets (Street "A", Street "B", Burton Street, or Dayton Street) necessary to serve a specific development increment, depending on its location. Internal public streets may need to connect either to existing Dayton Street, Burton Avenue or Harris Road, depending on the circulation needs of the increments being served, previously constructed streets and location of the specific development increment. Secondary access street improvements will include street paving, curbs, gutters, sidewalks, street landscaping, street lighting, street signage, and utilities.

- **Public Utility Improvements** necessary to serve subsequent development increments include storm drains, storm water detention/treatment swales (depending on the chosen detention option), sanitary sewers mains, potable water mains, industrial waste mains, new water well and pumps, and underground "dry" utility related improvements;

- **Site Development Improvements** consist of the site-specific improvements necessary to support the proposed development's uses. Improvements include items such as street frontage improvements, additions to the Abbott Street median, utility extensions, utility laterals and connections, site access roads and driveways, parking facilities, loading areas and docks, landscaping, lighting, signage, and facilities for the proposed use.

- **Off-Site Improvements** include the following "project level" traffic mitigation improvements:
    - Installation of an all-way stop at the intersection of the westbound on-ramp of Highway 68 at Speckles Boulevard, to be completed prior to final occupancy for the last use encompassing the first 160 acres of development of the *Plan Area*.
    - If it was not required in the initial increment, the restriping of Harkins Road to add a southbound lane at the intersection of Harkins Road and Dayton Street will

be completed with the incremental stage that connects the backbone streets to existing Dayton Street.

Some off-site improvements and *Center* frontage improvements will be subject to reimbursements for the respective impact fee funds.

9.4.2 DEVELOPMENT FINANCING

The *Specific Plan* provides flexibility for developments within a well-defined framework of cost allocations and funding mechanisms. The "Financing" section identifies the basic infrastructure required to sustain the proposed uses within the *Plan Area,* and the allocation of the costs of such infrastructure between the Master Developer and Individual Developers. This approach allows for financial planning of incremental development and cost reimbursement between the Master Developer and Individual Developers for shared improvements. Some infrastructure costs may be reimbursable by the City through the use of impact fees, reimbursements for infrastructure oversizing, area of benefit fees, area specific fees, dedications, or exactions. Other financing options include special assessment districts and landscape & lighting maintenance districts (LLMD). The following sections establish procedures that allow for incremental development and provide the flexibility of financing mechanisms for Individual Developers.

9.4.3 FINANCING OVERVIEW

Financing of improvements necessary to support development within the *Plan Area* will be provided by the Master Developer or Individual Developers (as applicable) through implementation of private agreements. Private agreements may include purchase agreements, private development agreements, reimbursement agreements, memorandum of agreement, letters of intent, or any other instrument necessary to facilitate such private transactions. Improvements to be financed include:

- **Backbone and Off-site Infrastructure** includes Abbott Street frontage improvements, undergrounding and traffic signal improvements, signal modifications to the existing Abbott Street/Harris Road intersection, Harris Road frontage and undergrounding improvements, and *Plan Area* streets, including their associated infrastructure including street paving, curbs, gutters, sidewalks, street landscaping, street lighting, street signage, street-side stormwater detention/treatment swale (depending on the chosen detention option), storm drains, sanitary sewers, sanitary sewer pump station, industrial waste mains, industrial waste pump station, underground "dry" utility related improvements, and off-site traffic improvements. Some public improvements will be eligible for reimbursement from City funds, such as Traffic Fee Ordinance (TFO) improvements.

- **Site Development Improvements** includes all improvements necessary to support the uses of individual development proposals. Improvements may include street frontage improvements, utility extensions, utility laterals and connections, site access roads and driveways, parking facilities, loading areas and docks, landscaping, lighting, signage, and facilities for the proposed use. Typically, these "site development" improvements will be financed and constructed by the Individual Developers, since the required improvements are generally associated with specific lots and are not shared by other lots/users.

9.5 MAINTENANCE

Facilities within the *Plan Area* will require ongoing periodic maintenance. Parties responsible for maintaining the various improvements within the *Plan Area* include the private land owners, public and quasi-public utility companies, and the City of Salinas. The Master Developer will offer all public lands, public right-of-ways, and public easements to the City for dedication. Upon acceptance of such dedications, the City will be responsible to maintain the associated improvements. All privately-owned lands and private easements, together with their associated improvements, will be maintained by the individual parcel owners or other private entities. Other public and quasi-public utilities including water, electrical, gas, and communications facilities will be owned and maintained by their respective public utility companies.

City Maintenance Responsibilities – The City is responsible for the maintenance of public improvements within public lands, public rights-of-ways, and public easements. Improvements within such public areas subject to City maintenance include: streets, curbs, gutters, sidewalks, storm drains, sanitary and industrial sewer facilities, streetlights, street signage, and street landscaping. Prior to City acceptance of the public improvements within the *Plan Area*, the Master Developer will assist the City in the formation of a Landscape Lighting and Maintenance District (LLMD) to finance the maintenance of the landscaping and lighting improvements associated with:

- Abbott Street along the *Plan Area* frontage;
- Harris Road along the *Plan Area* frontage;
- the internal backbone public streets;
- The Landscape Buffer Easements defined in Section 4.5.5 and in Table 5-1, including the detention swales and bioretention treatment areas included therein.

Landscape Buffer Easements will include the street-adjacent detention swales and bioretention treatment areas, and will be recorded in favor of the LLMD. The maintenance of public improvements through the LLMD will be directed by the City and meet the City's maintenance standards.

Private Property Owner/Business Maintenance Responsibilities - Private facilities outside public lands, public right-of-ways, public easements, Landscape Buffer Easement, or any other LLMD easement area will be maintained by each individual site parcel owner. Private improvements subject to maintenance include, but are not limited to: private utilities, parking areas, loading areas, driveways, landscaping, open space areas, fencing, structures, and any other improvements within private land (unless otherwise provided by public or quasi-public agencies).

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